

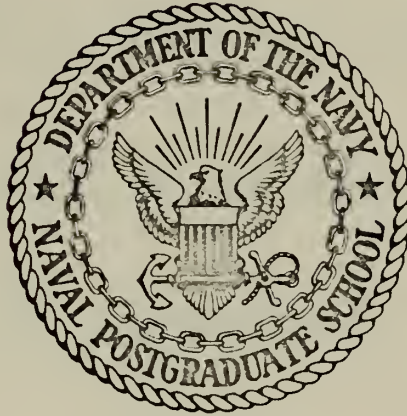
AN EVALUATION OF THE LONGITUDINAL DYNAMIC  
STABILITY OF AN AIRCRAFT AT STALL

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# NAVAL POSTGRADUATE SCHOOL

Monterey, California



## THESIS

AN EVALUATION OF THE LONGITUDINAL DYNAMIC  
STABILITY OF AN AIRCRAFT AT STALL

by

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June 1972

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An Evaluation of the Longitudinal Dynamic Stability  
of an Aircraft at Stall

by

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## ABSTRACT

The longitudinal stability of an aircraft at or near stall was examined using the digital computer as an experimental tool to solve the longitudinal equations of motion. A linear analysis determined the effect of lift curve slope variation. An investigation was made to identify the non-linear lift curve variations needed to create the often observed "rocking-chair" or "porpoising" stall trait. The characteristics of this limit-cycle oscillation were examined.





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# TABLE OF SYMBOLS

$C_D$	Drag Coefficient	
$C_L$	Lift Coefficient	
$C_{L\alpha}$	Lift Coefficient derivative for angle of attack	per radian
$C_{L \max}$	Maximum attainable Lift Coefficient	
$C_m$	Pitching Moment Coefficient	
$C_{m\alpha}$	Pitching Moment Coefficient derivative for angle of attack	per radian
$C_{x\dot{\alpha}}$	Aerodynamic Force Coefficient derivative for angle of attack rate	per radia per second
$\Delta C_L$	Change in Lift Coefficient on the Lift Curve	
$t$	Time	seconds
$u$	Aircraft velocity in x direction	feet per second
$V$	Aircraft resultant velocity	feet per second
$w$	Aircraft velocity in z direction	feet per second
$\alpha$	Angle of Attack	radians
$\delta_e$	Elevator deflection	radians
$\lambda$	Root of the characteristic equation	per second
$\omega_n$	Undamped natural frequency	radians per seconds
$\theta$	Pitch Angle	radians
$\dot{\theta}$	Pitch Angle rate of change with time	radians per second
$\xi$	Damping ratio	



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## I. INTRODUCTION

Federal and military aviation requirements stipulate that all aircraft possess stalling characteristics which comply with established criteria. The Federal Aviation Regulations, Part 23 of "Airworthiness Standards" state, in part, that "acceptable stalling characteristics be demonstrated...in straight flight with wings level...where the primary control manipulation is a steady progressive upward movement of the elevator until the aircraft is stalled." A desirable stall characteristic in a longitudinal sense would include a small but distinguishable drop in the nose of the aircraft, which can not be overridden by the pilot. Also, if the elevator control were eased forward, the aircraft should promptly return to unstalled flight.

The exact definition of aircraft stall will differ among the pilot, wing design specialist, stability and control expert, and all others who will have their own interpretation. Highly sweptwinged, supersonic aircraft have discredited the idea of flow separation,  $C_{L \max}$ , and a stable nose-down pitching moment all occurring simultaneously. The Federal Aviation Regulations, Part 25, defines the calibrated stalling speed for a civil air transport as "...the minimum steady speed, in knots, at which the aircraft is controllable..." For the purpose of this treatise, stall may be described as the condition when flow breakdown, primarily over the main wing, causes significant nonlinear effects in the moment and lift



characteristics. The effect of an asymmetric flow condition leading to wing drop will not be considered, since only the longitudinal stability traits are being analyzed.

A considerable amount of literature is available on the subject of aircraft static stability at stall, and it describes the aircraft's initial tendencies, or stall characteristics. Some literature is available concerning dynamic stability at deep stall, or large angles of attack. There is, however, very little treatment of airplane dynamics in the area of  $C_{L \max}$ , of post-stall time histories in that narrow region of the stall break, or of the oscillations that might occur.

Most pilots with any degree of proficiency have experienced a "rocking-chair" or "porpoising" type of stall where, with constant elevator control, the aircraft's nose oscillates vertically about some point as the wing stalls, recovers, rotates back up into the stall, and so on. It was the purpose of this study, therefore, to numerically investigate the mechanism required to create this type of limit-cycle, or possibly divergent, rocking-chair motion, using the complete set of aircraft equations of motion, and to attempt to describe the major factors influencing this phenomenon.

Because of time considerations and the availability of data, this study was limited to only the longitudinal stability, with no roll, yaw, or coupling considered, of a small, straight-winged jet aircraft with zero thrust. All computations were accomplished at the W.R. Church Computer





Center, Naval Postgraduate School, Monterey, California, using the IBM 360/67 digital system and standard FORTRAN language. The study was accomplished during the period September 1971 through June 1972.

## II. AIRCRAFT MODEL AND ASSUMPTIONS

The input data used in this study were those for an F-94 Aircraft obtained from Ref. 1. The aircraft is a straight-winged, tandem-seated, single-engine jet, with the center of gravity positioned well within the fore and aft limits. A zero thrust landing configuration at sea level on a standard day exists throughout this analysis. The aircraft has basically linear aerodynamic characteristics except for lift, drag and pitching moment coefficients, which are all functions of angle of attack. Terms relating to such variables as elevator control effectiveness and pitch and angle of attack damping are also assumed to be linear. The aircraft was considered stick-fixed, with the elevator being the only means of longitudinal control and trim. The case of pitch-up at stall was neglected. Figure 1 shows the aircraft axis system and the related variables.

## III. DISCUSSION AND RESULTS

Static longitudinal stability may be considered as the tendency of the aircraft to return to static equilibrium, while dynamic longitudinal stability considers the resulting aircraft motion as a function of time. The existence of static stability does not necessarily intimate the existence



of dynamic stability. However, the existence of asymptotic dynamic stability in the sense of Lyapunov (Ref. 4) implies static stability.

The factors influencing aircraft stability at a stalled condition must be known in order to predict or create an instability. The airplane has six degrees of freedom: rotation in roll, pitch and yaw, and translation in the horizontal, vertical and lateral directions. The principal variables in the longitudinal motion are:

- (1) the pitch attitude of the airplane,
- (2) the angle of attack,
- (3) the flight velocity.

The equations of motion describing the longitudinal motion of the aircraft are found in Ref. 2. These equations are ordinary nonlinear differential equations in five variables, with time as the independent variable. A complete derivation of the equations and their application to the problem of aircraft stall may be found in Ref. 3.

To perform a sensitivity analysis on the stability derivatives near stall, the equations were simplified by assuming a constant elevator position and a horizontal initial flight path. Reference 2, Chapter 6, reduces the equations to three homogeneous algebraic equations in the unknowns  $u$ ,  $\alpha$ , and  $\theta$ . By setting the determinant of the coefficients equal to zero, the roots,  $\lambda$ , of the characteristic equation may be found. Expansion of this "stability determinant" results in a quartic equation for  $\lambda$  of the form:



$$A\lambda^4 + B\lambda^3 + C\lambda^2 + D\lambda + E = 0$$

The solution of this equation results in two pairs of complex conjugate roots. These roots may be expressed either in non-dimensional time or real time, with our interest focusing on  $\xi$ , the damping ratio, and  $\omega_n$ , the natural frequency. These numbers are easily calculated along with the resulting period of oscillation. For a dynamically stable aircraft, the real part of all of the roots must be negative; that is, the damping ratio is positive. An instability results if any of the damping terms are negative.

Upon analysis of the equations of motion, the only stability derivatives making a significant contribution to stability were:  $C_{L\alpha}$ ,  $C_{m\alpha}$ , and  $C_{x\dot{\alpha}}$ . By varying these parameters and observing the damping ratios of the resulting roots of the stability determinant, a feel for the important factors in aircraft stability may be developed.

Only two stability derivatives are of sufficient magnitude to contribute to dynamic stability. The first of these is  $C_{m\alpha}$ , the static stability derivative. As  $C_{m\alpha}$  becomes positive, the aircraft becomes statically unstable. This condition will not be considered since most aircraft demonstrate positive static stability through the stall, and dynamic stability is of concern here. The second stability derivative of concern is  $C_{L\alpha}$ , the lift curve slope. The results of varying lift curve slope are shown in Table 1.



The aircraft demonstrates dynamic stability when  $C_{L\alpha}$  is positive, zero or slightly negative. When the lift curve slope reaches approximately -5.0, one pair of the roots of the characteristic equation has a positive real part which indicates aircraft instability. The instability remains as the lift curve slope is increased negatively (c.f., Fig. 2), A negative slope of the lift curve could occur after the maximum lift is reached in the area of stall, or in the case of a sharp stall break occurring locally.

It must be noted at this point that only the short period motion was affected by this analysis. One would expect to find, therefore, that the aircraft has a stable long period or phugoid mode, but is unstable in angle of attack, pitch angle and normal acceleration (g's), with the velocity remaining relatively constant as is characteristic of the short period mode.

The computer program used to mathematically "fly" the aircraft is discussed at length in Ref. 3. Basically, there are four variables affecting the longitudinal motion: the resultant aircraft velocity,  $V$ , the pitch angle,  $\theta$ , the rate of change of pitch angle,  $\dot{\theta}$ , and the angle of attack,  $\alpha$ . All are functions of time,  $t$ . The rate of change of angle of attack is considered small and is neglected. Five differential equations were used to describe the longitudinal motion, the fifth occurring by resolving the resultant aircraft velocity,  $V$ , into its components,  $u$  and  $w$ , in the  $x$  and  $z$  directions, respectively. The equations were solved by a fourth-order Runge-Kutta integration scheme. Input data







consist of the aircraft parameters such as wing area, moments of inertia, thrust coefficient, air density, etc., and a table of data with aircraft lift, drag and pitching moment coefficients as functions of angle of attack. These input values remain constant throughout any maneuvering the aircraft is required to perform. The only initial conditions read into the program are the aircraft gross weight, desired angle of attack and angle of pitch at trim.

Subroutine SPLIN1 calculates the value of  $C_L$ ,  $C_D$  and  $C_m$  for the angle of attack specified from the data table by interpolation using a cubic curve-fitting scheme. Subroutine TRIM uses these data for a calculation of the corresponding velocities, elevator angle and thrust using the force and moment equations at static equilibrium. These calculated data are subsequently used as the initial conditions to start the Runge-Kutta integration scheme. Aircraft maneuvering and trim is performed by logic statements controlling elevator angle. Appendix C presents the entire computer program.

The effect of a large negative value of lift curve slope ( $C_{L\alpha} = -10.0$  per radian) beyond the stall was numerically introduced in the table look-up data for angles of attack greater than 0.4084 radians. Angles of attack less than this corresponded to the basic airplane situation as shown in Figure 3a. For angles of attack greater than this value, the lift curve slope was linear with a negative slope of -10.0 per radian. This type of drop-off in lift coefficient is not unlike that encountered in wing leading edge flow separation or stall.



The aircraft was flown (numerically on the computer) at an initial trim condition of  $\alpha = 0.4083$  radians (very near  $C_{L \max}$ ),  $\theta = 0.0989$  radians, and a gross weight of 12,359 lbs. for three seconds. Then a trailing-edge-up elevator impulse (back stick) of 0.50 degrees (0.008725 radians) was inserted for 0.05 seconds. The resulting time histories show the aircraft to exhibit divergent oscillations, as predicted in Fig 2, in angle of attack, pitch angle, and lift coefficient. The aircraft velocity also shows divergence, although the amplitude was very small compared with the other parameters, thus confirming the short period tendencies.

The case of stall with a smooth lift curve as defined by Fig. 3a was investigated. Aircraft time histories with the same initial conditions are shown in Figures 3b through 3e. This type of lift curve is typical of a wing trailing edge flow separation or stall. The maximum negative slope reached was  $C_{L\alpha} = -2.0$ . The damping ratio for this case was positive, with negative real parts for the roots of the characteristic equation, indicating an asymptotic type of dynamic stability in the sense of Lyapunov, with a dying out of the oscillatory motion to a static equilibrium condition. Mathematically, the aircraft model and the program used to manipulate it have demonstrated both dynamic stability and instability in the region of stall based on the slope of the lift curve at angles of attack beyond that corresponding to maximum lift.

The problem of "rocking-chair" stall would indicate a limit-cycle type of oscillation. Reference 4 describes a



limit cycle as a nonlinear oscillation..."due to the presence of nonlinear terms in the differential equation." A stable limit cycle is characterized as being a unique closed curve in the phase plane, to which all other nonclosed trajectories approach in the form of spirals winding onto the limit cycle. It is a self-sustained oscillation, independent of the initial conditions. The differential equations governing the longitudinal motion are nonlinear as well as the lift, drag and moment coefficients being functions of angle of attack. With an instability in the system at static equilibrium due to the negative lift curve slope, it is possible for a limit cycle to exist.

To prevent an oscillatory divergence as shown previously, the instability was bounded by a stable lift curve slope. It may be likened to a reverse relay in a nonlinear control system. For simplicity in programming, a vertical (or infinite) lift curve slope was used locally. This allows the original lift curve table look-up data to be used and a simple logic statement decreases the interpolated value of lift coefficient by an amount  $\Delta C_L$  if the angle of attack were greater than a specified amount. Appendix D shows the function subprogram F1 and the subroutine TRIM modified from Appendix C, each by only one statement. Figure 4 shows the resulting lift curve generated by this modification.

Using the same initial conditions from the previous two runs, the same 1/2-degree elevator impulse at three seconds, and changing only the lift curve to that in Fig. 4, a limit cycle oscillation, or "rocking-chair" stall was generated.





The  $\Delta C_L$  used was 0.050. Figures 5b through 5e show lift coefficient, angle of attack, pitch angle and velocity as functions of time. The small elevator impulse begins an oscillation which grows to a maximum amplitude for the duration of the flight time. Figure 5a shows the phase plane plot of pitch angle ( $\theta$ ) versus pitch rate ( $\dot{\theta}$ ). The curve winds onto a closed path trajectory, indicative of a limit cycle.

Amplitude of the limit cycle oscillation could be controlled by the magnitude of the  $\Delta C_L$  on the lift curve. If  $\Delta C_L$  were reduced by one-half, from 0.050 to 0.025, the peak amplitude of the oscillation would be halved. Conversely, if  $\Delta C_L$  were doubled to 0.10, the amplitude of the limit cycle would be doubled. The period was not noticeably affected. Figure 6 shows the time history of the pitch angle for varied  $\Delta C_L$  values. The initial conditions and elevator impulse remains the same as for previous runs.

The magnitude of the elevator impulse had little effect on the limit cycle oscillation. Figure 7 shows the time histories of pitch angle for impulses of 0.05 degrees and 2.0 degrees. The amplitude and period of the limit cycle remain the same. The only change was within the first fifteen to twenty seconds of flight time when the phugoid mode influenced the motion. After the phugoid has sufficiently subsided, the limit cycle motion is analagous to that previously encountered.

To further demonstrate the character of the limit cycle and its independence of initial conditions, the aircraft must damp to a constant amplitude if the initial oscillation were





greater than that for the limit cycle. Figure 8 shows the resulting time histories for an aircraft trimmed initially at an angle of attack equal to 0.250 radians, well below the stall region. An up elevator (back stick) ramp input was inserted and held at a new elevator setting corresponding to a trim condition close to stall. Since the aircraft seeks the trim condition for the elevator angle prescribed, the final elevator angle must lie in a region analagous to the elevator angle for trim at stall or wherever the instability occurs. Because of the rapid change in elevator angle, the initial magnitude of the oscillation was approximately three times that for the limit cycle. This disturbance also introduced a large amount of phugoid motion in angle of attack and pitch angle as the entire limit cycle was oscillating with a long period movement superimposed upon the short period behavior.

A ramp elevator input produced the same limit cycle. Figure 9 shows the time histories for the aircraft initially trimmed at an angle of attack equal to 0.400 radians. After three seconds, the elevator was deflected at a constant rate of one degree per second for 0.30 seconds, and then held constant. Again, the final elevator angle is in the region of the elevator angle for trim near stall.

Figure 10 shows the aircraft trimmed at an angle of attack well into the stall region ( $\alpha = 0.4150$  radians). Down elevator (forward stick) was inserted, by a step input, to an elevator angle near that for the stall region. The aircraft pitched down and the oscillation grew to the limit cycle.



In summary, the mathematical model used in this analysis has created the desired limit cycle situation. The limit cycle is shown to be independent of the initial conditions by oscillations both decaying and growing to a stable trajectory for the state variables. It is self-sustained as shown when a small impulse is inserted for 0.05 seconds and then removed. The phase plane shows a closed path trajectory, characteristic of a limit cycle. It must be noted that the actual numbers calculated are not of prime importance, rather the ability to simulate a known flight characteristic by proper aerodynamic nonlinearities was considered valuable. The computer program could be used for any aircraft with the proper data available, whether from the wind tunnel, calculated data, or actual flight test.

#### IV. CONCLUSIONS

For a multi-degree of freedom system that is nonlinear in its forcing function terms due to position, and has linear damping, it is possible to obtain a limit cycle type of oscillation in the system's state variables. The governing factor in the dynamic stability of the aircraft model was the slope of the lift curve. When this slope became -5.0 or less, the aircraft was dynamically unstable in the region of stall. A sharp drop in lift coefficient just after reaching  $C_{L \max}$  produced this effect. This type of stall is characteristic of leading edge flow separation or stall.

To produce a limit cycle motion or "rocking-chair" type of stall, the unstable portion of the lift curve must be



bounded by a stable portion on each side. With this type of lift curve it is possible to create a limit cycle oscillation in the state variables: angle of attack, pitch angle and, to some degree, velocity. The frequency and the characteristics of this oscillation were analagous to that of short period motion, which was predicted by analyzing the roots of the equations of motion.

Since the aircraft is programmed to seek a trim condition at the elevator angle specified, the final elevator angle, after manipulation, must be close to that for trimmed flight in the region of maximum lift. Various types of elevator movement such as impulse, ramp, step, and forward stick produced the desired limit cycle. The resulting oscillation was independent of the initial conditions imposed, and demonstrated both a growing and damping oscillation to the same amplitude.

The limit cycle amplitude depended directly on the length of the unstable portion of the lift curve. If  $\Delta C_L$  were doubled, the amplitude would be doubled. This numerical experiment provided enough clues to encourage subsequent studies for analytic solutions in this area and possibly related topics such as post stall-gyrations, lateral and directional movement, and spins.



TABLE I

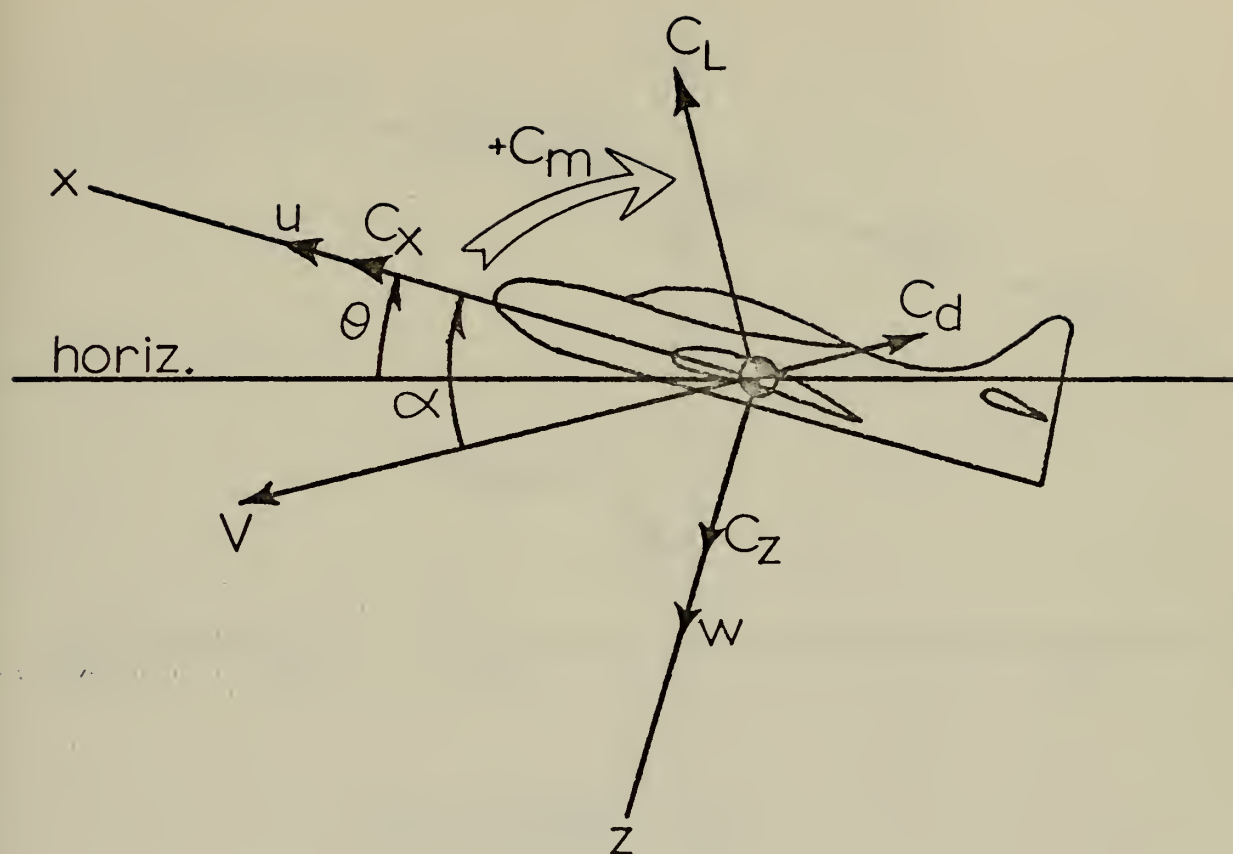
## CHARACTERISTIC EQUATION ROOTS

$C_{L\alpha}$	Short Peroid		Phugoid		Roots	
	$\xi$	$T$ (sec)	$\xi$	$T$ (sec)	Real Part (per sec)	Imag. Part (per sec)
5.27	0.4766	5.932	0.1995	27.100	-0.5742	1.0593
0.0	0.2479	6.094	0.1831	23.858	-0.0472	0.2318
-0.50	0.2229	6.141	0.1830	23.530	-0.2638	1.0310
-2.50	0.1139	6.395	0.1870	22.186	-0.0491	0.2634
-5.00	-0.0496	6.913	0.2085	20.507	-0.2339	1.0232
-7.50	-0.2555	7.747	0.2593	19.143	-0.0497	0.2670
-10.00	-0.4933	9.092	0.3325	18.565	-0.1126	0.9825
-15.00	-0.9543	27.295	0.4586	19.103	-0.0539	0.2832
-20.00	-1.0000	0.0	0.5406	20.245	0.0452	0.9089
-25.00	-1.0000	0.0	0.5974	21.453	-0.0653	0.3064
					0.2143	0.8110
					-0.8811	0.3282
					0.3919	0.6911
					-0.1193	0.3384
					0.7350	0.2302
					-0.1697	0.3289
					1.7794	0.0
					-0.1995	0.3104
					2.4936	0.0
					-0.2182	0.2929

$C_{m\alpha}$  was held constant at -0.5730 per radian







COORDINATE TRANSFORMATION

$$\begin{Bmatrix} C_z \\ C_x \end{Bmatrix} = \begin{bmatrix} -\cos \alpha & -\sin \alpha \\ \sin \alpha & -\cos \alpha \end{bmatrix} \begin{Bmatrix} C_L \\ C_d \end{Bmatrix}$$

FIGURE 1. AIRCRAFT AXIS SYSTEM



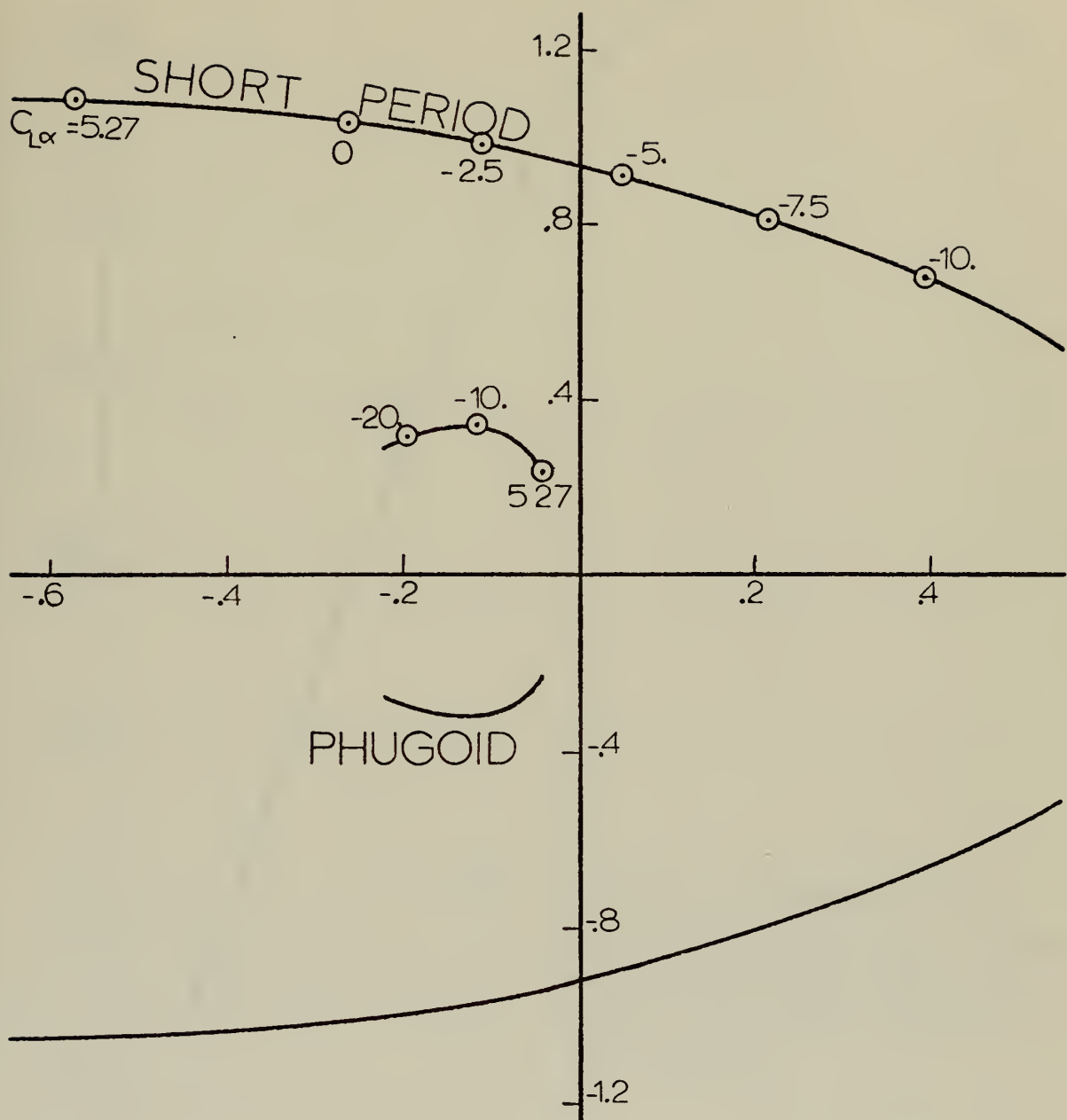


FIGURE 2.

ROOT LOCUS PLOT, VARYING  $C_{L\alpha}$



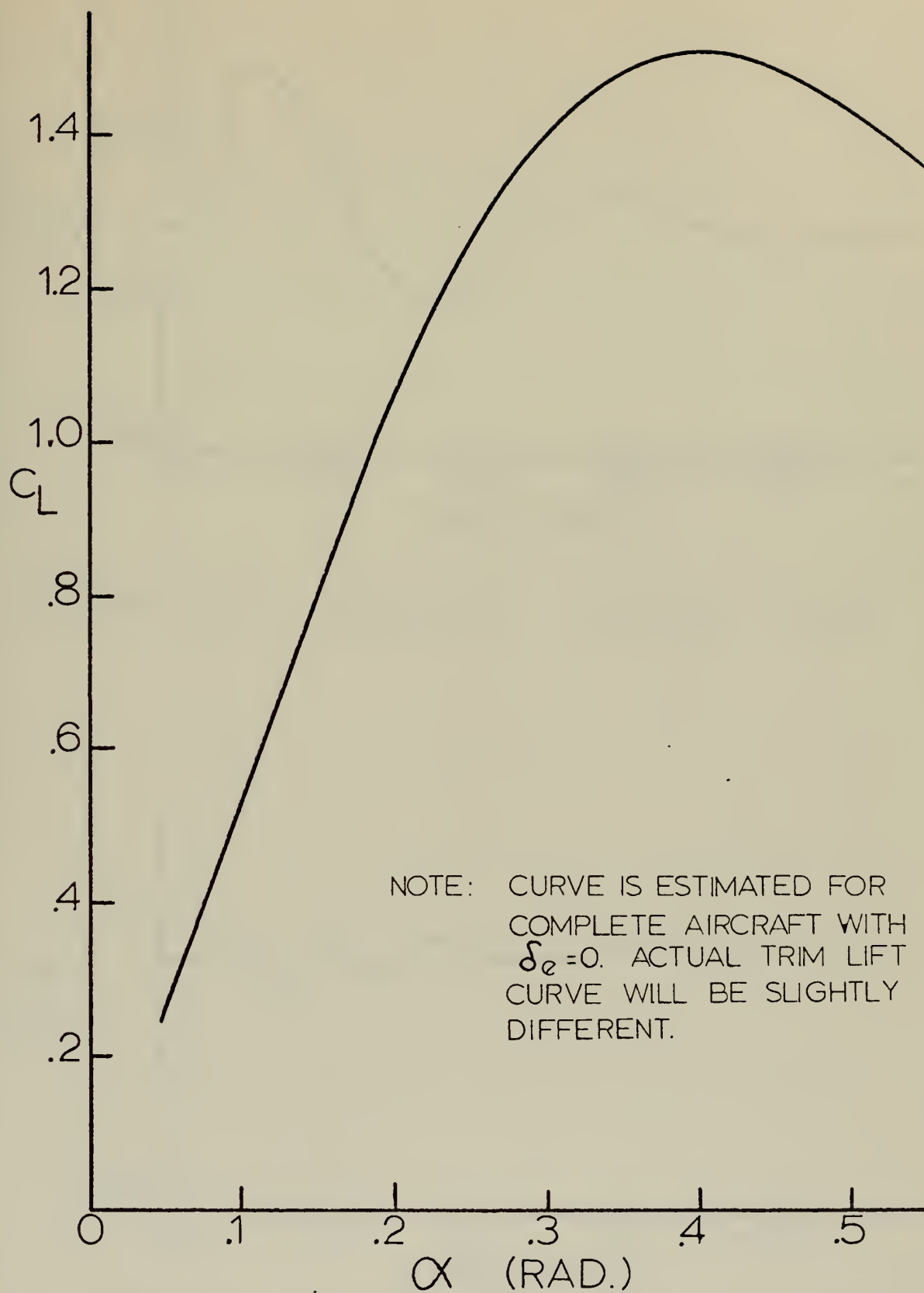


FIGURE 3a.

$C_L$  VERSUS  $\alpha$



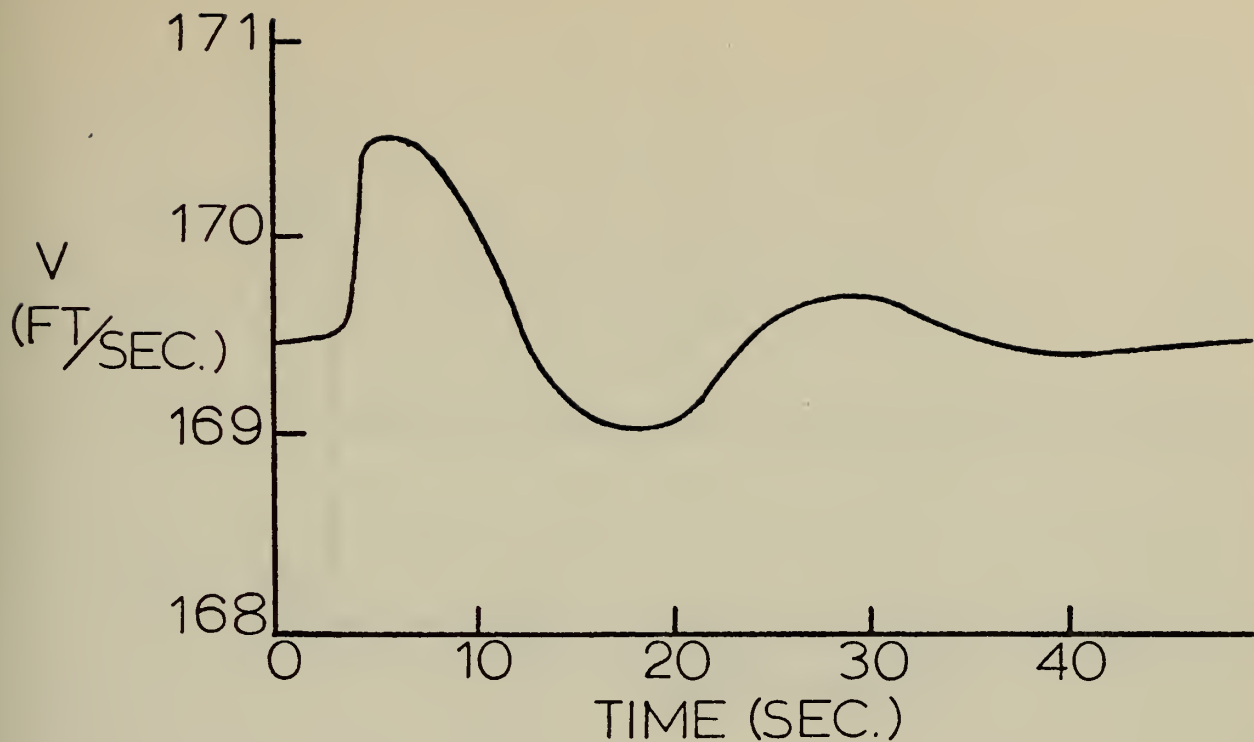


FIGURE 3b. VELOCITY VERSUS TIME

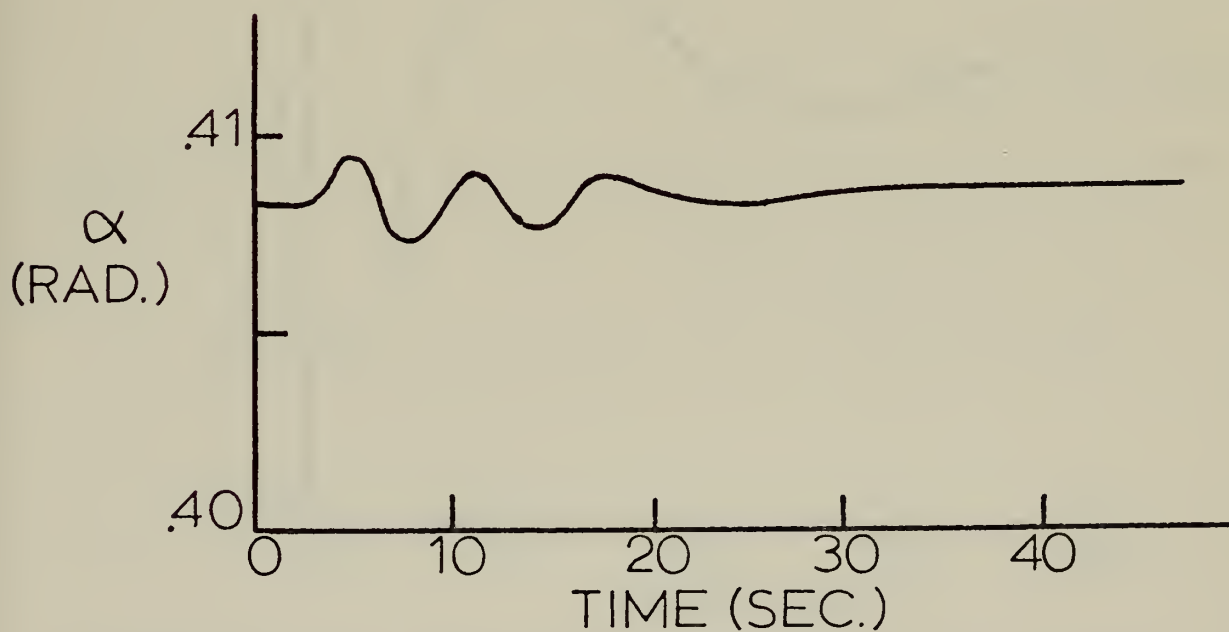


FIGURE 3c. ANGLE OF ATTACK VS. TIME





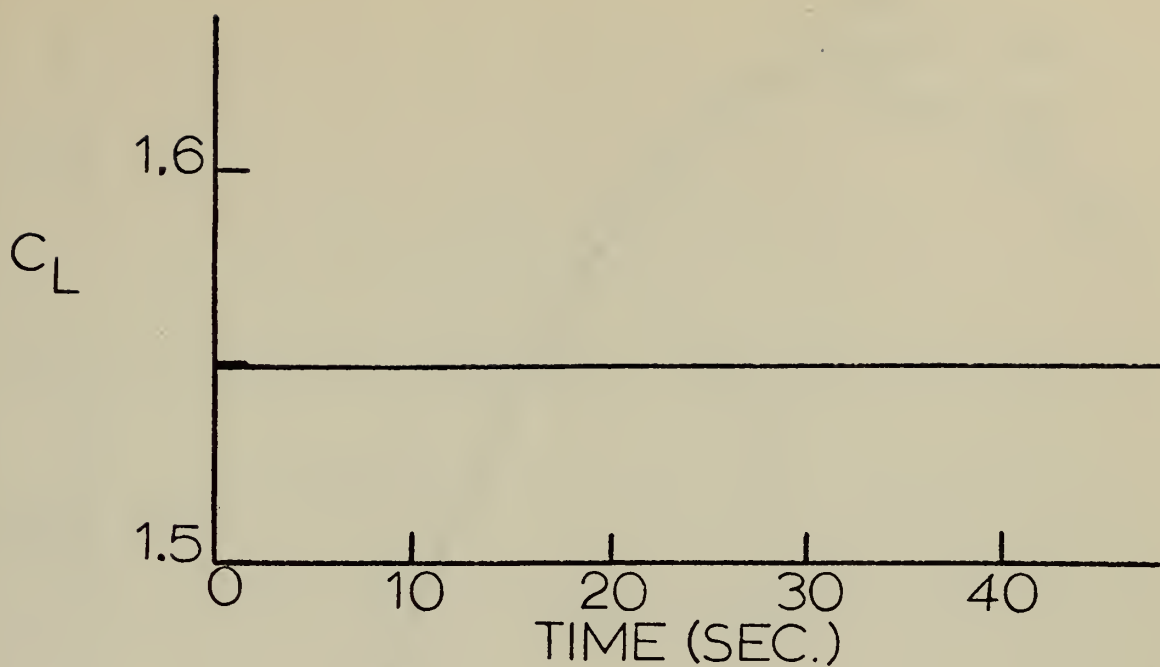


FIGURE 3d. LIFT COEFFICIENT VS. TIME

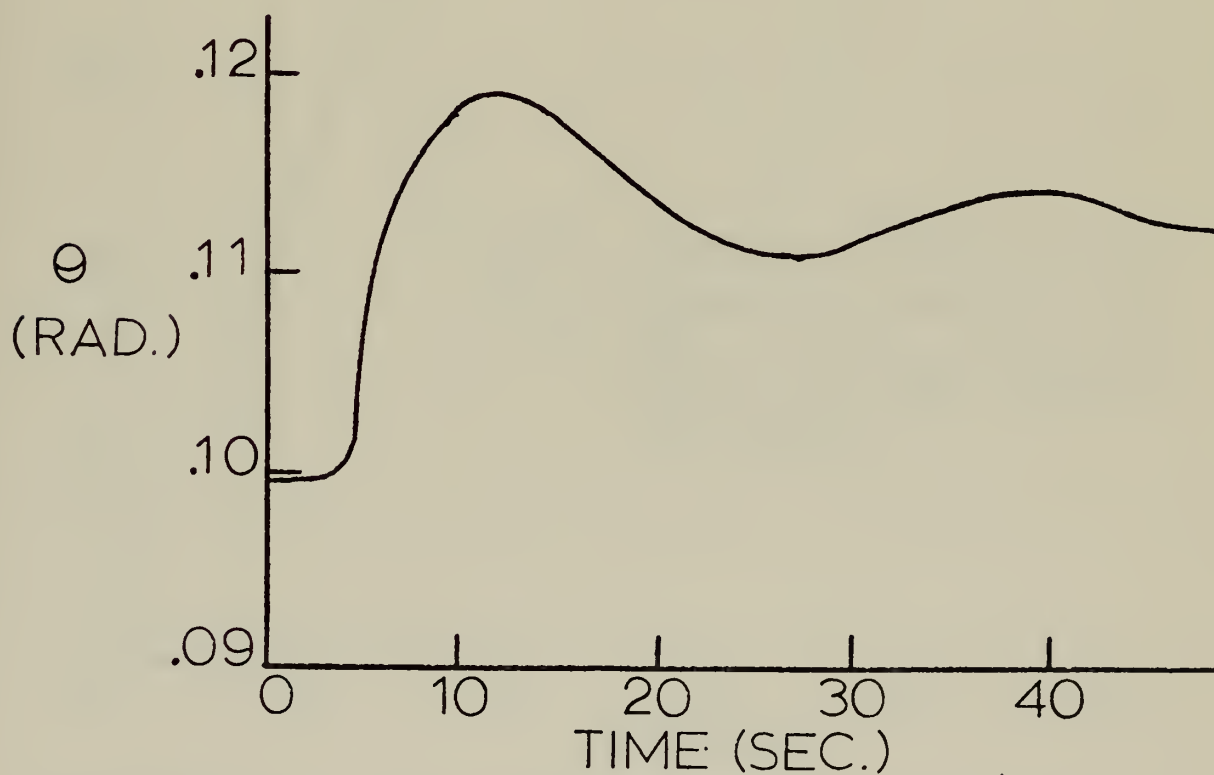


FIGURE 3e. PITCH ANGLE VS. TIME



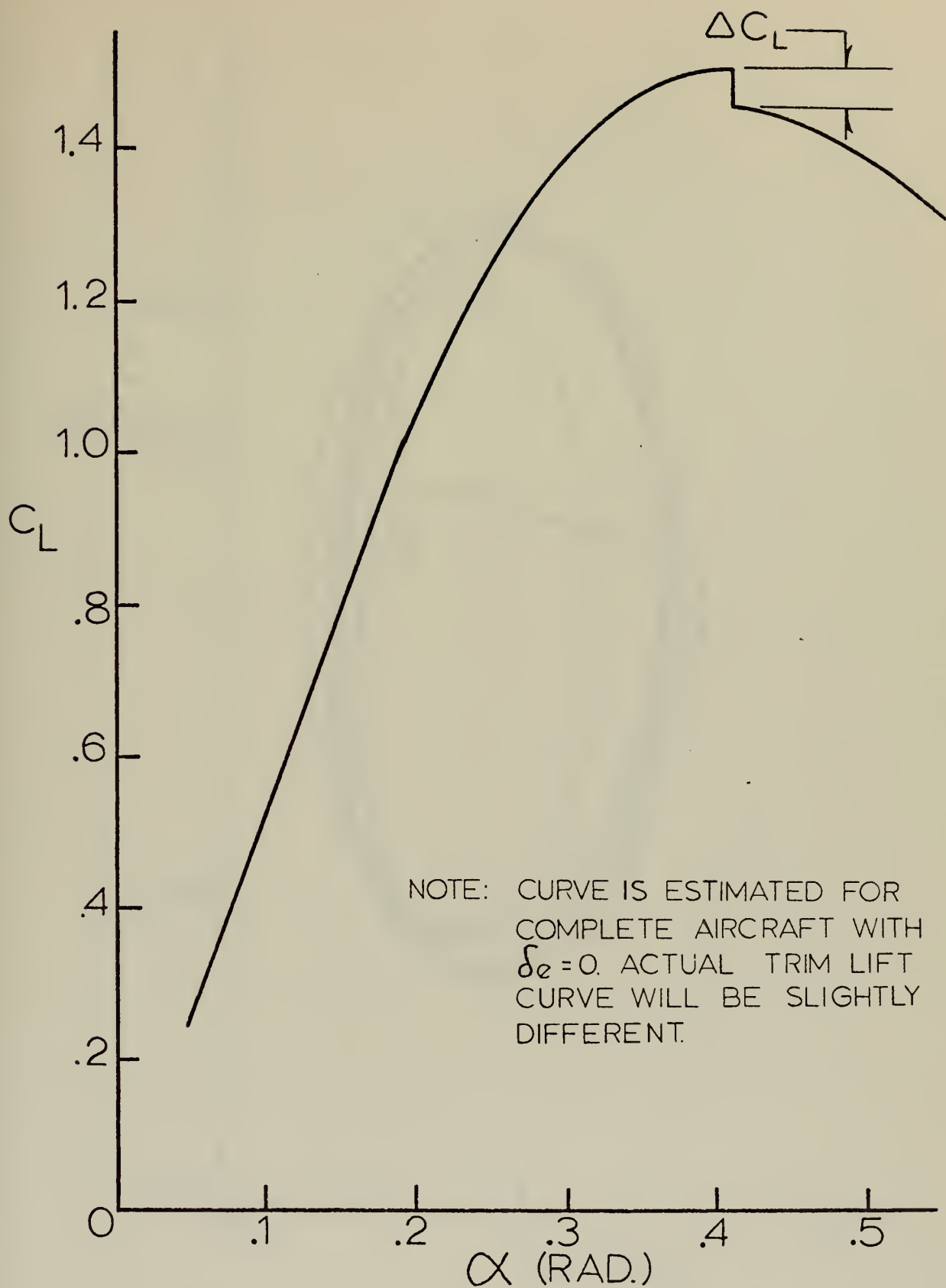


FIGURE 4.

$C_L$  VERSUS  $\alpha$



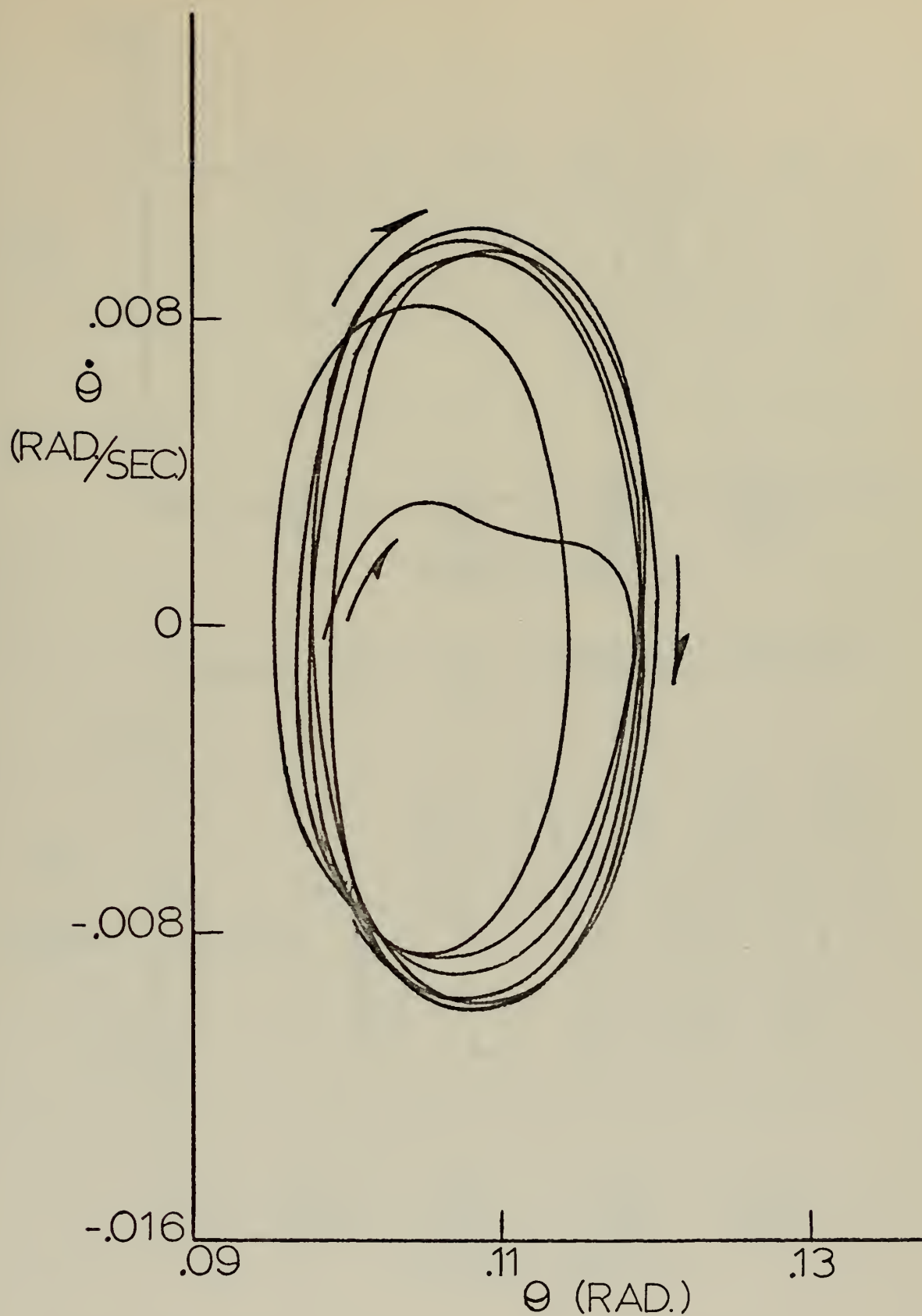


FIGURE 5a. PHASE PLANE



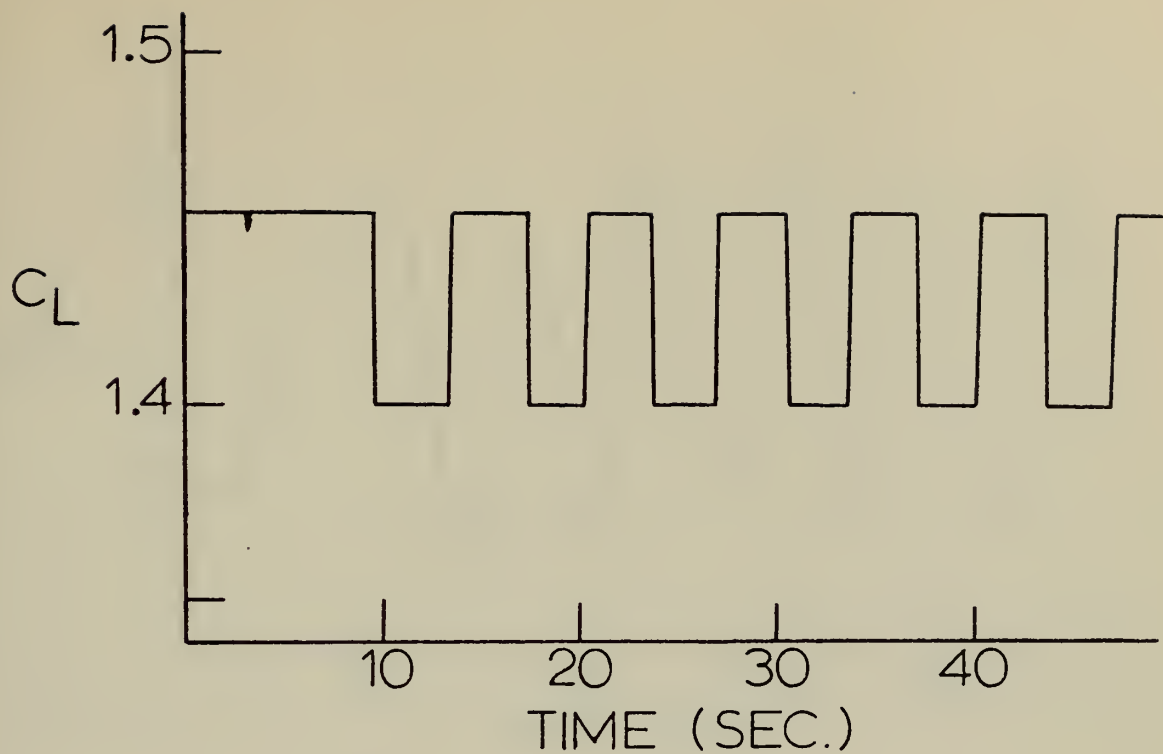


FIGURE 5b.  $C_L$  VERSUS TIME

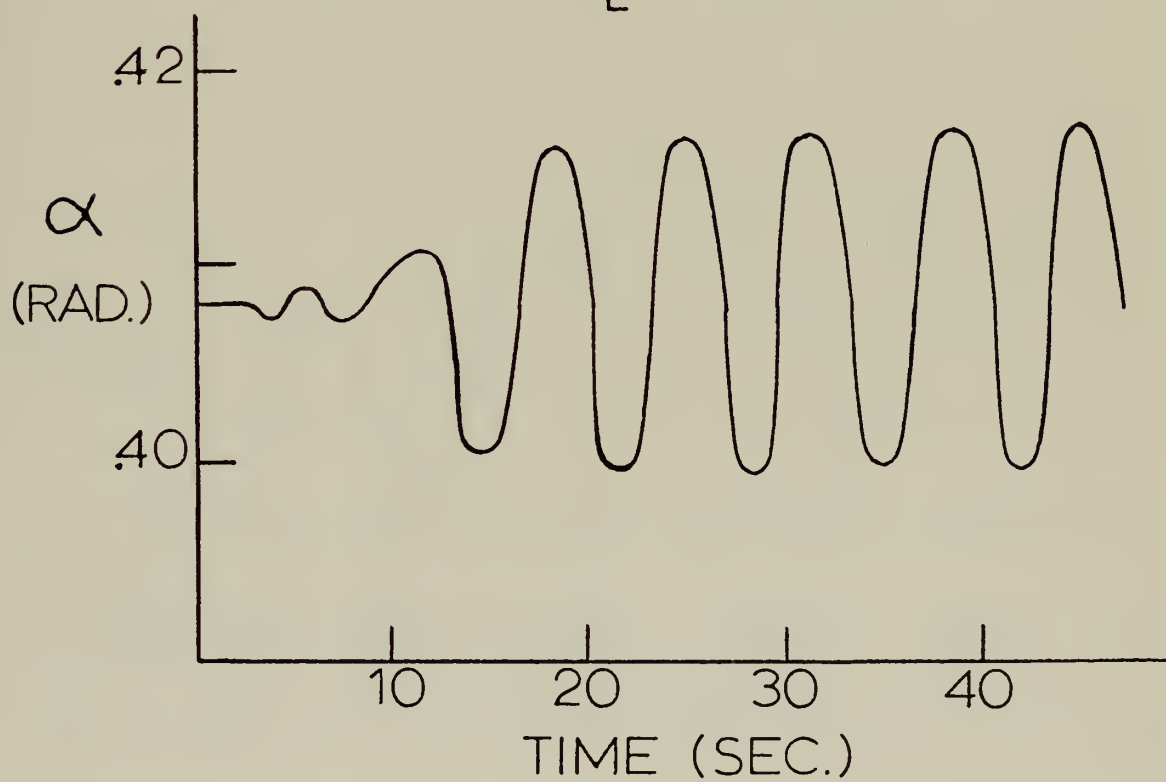


FIGURE 5c. ANGLE of ATTACK VS. TIME





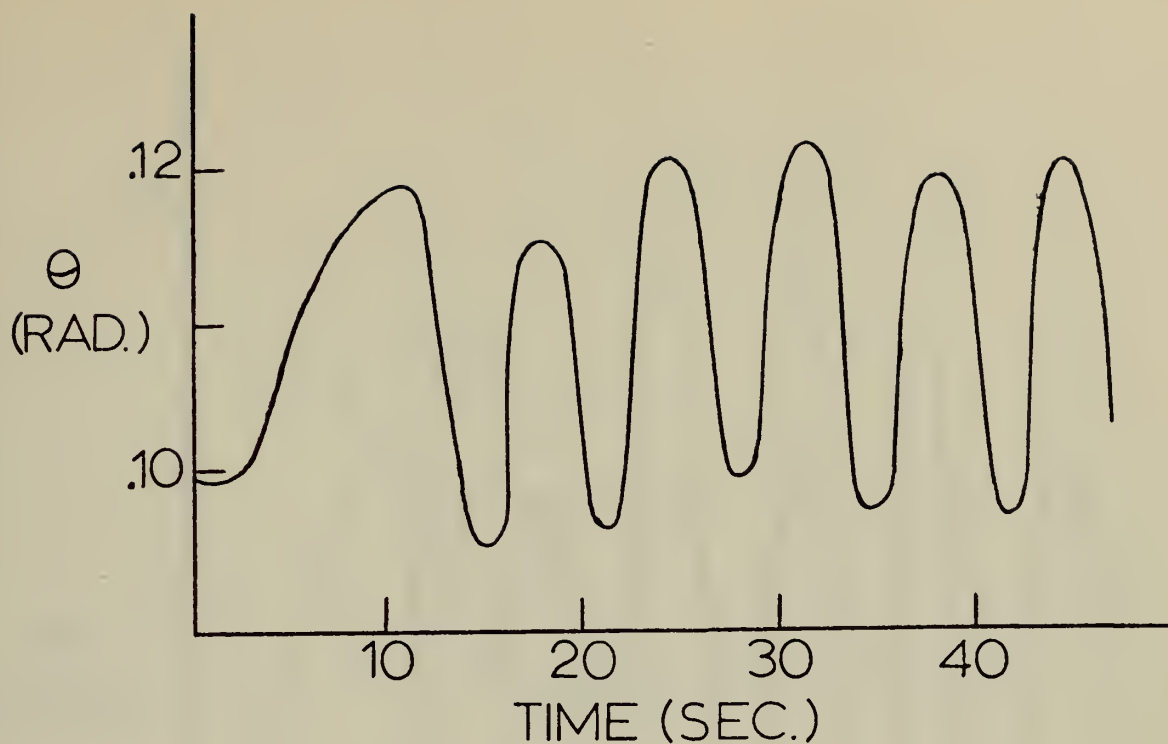


FIGURE 5d. PITCH ANGLE VERSUS TIME

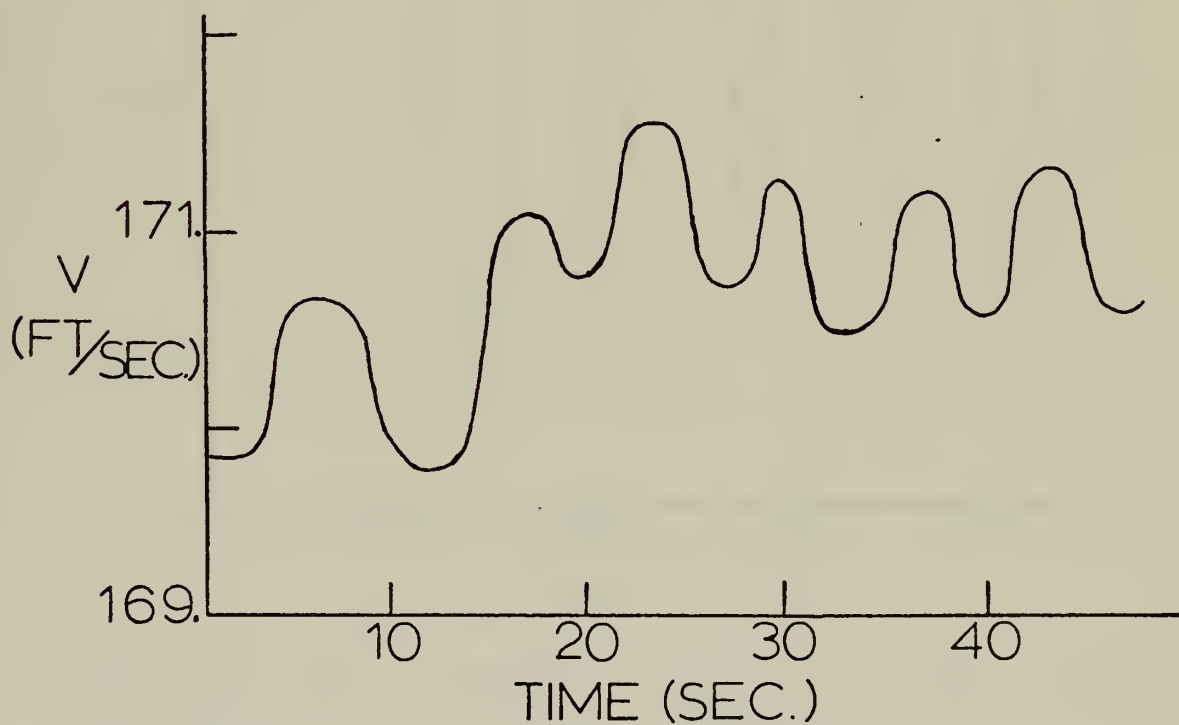


FIGURE 5e. VELOCITY VERSUS TIME



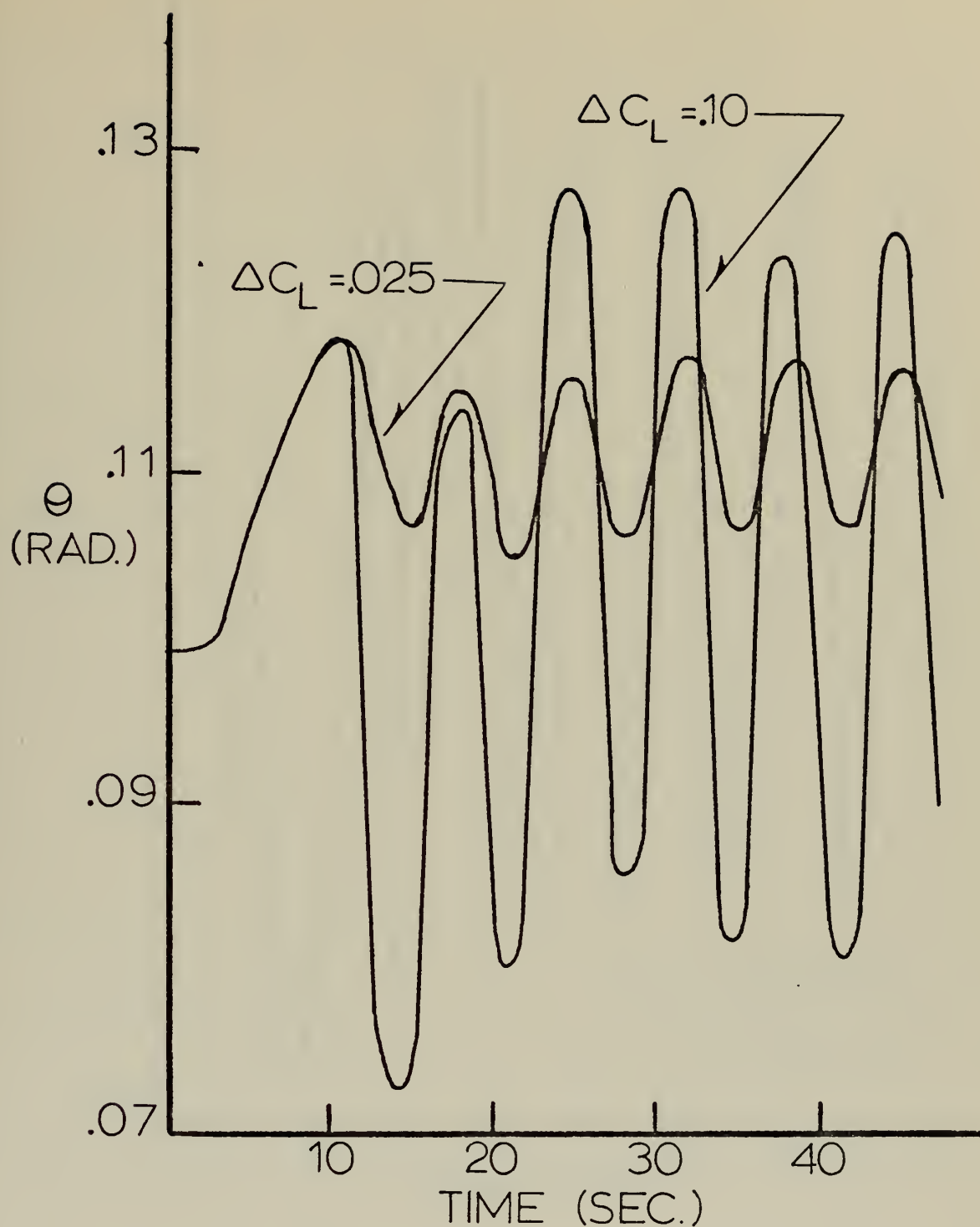


FIGURE 6. PITCH ANGLE VS. TIME FOR VARYING  $\Delta C_L$



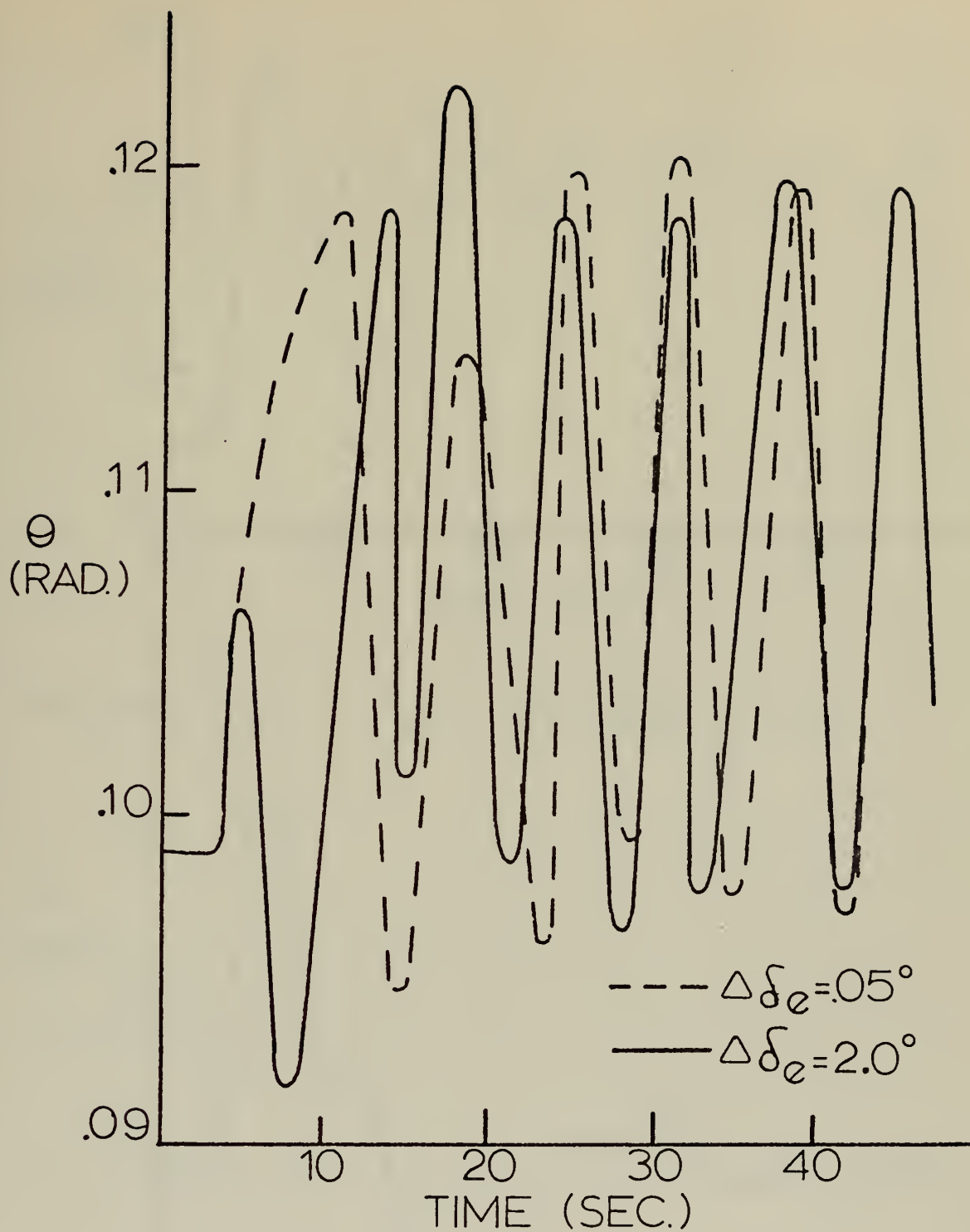


FIGURE 7. PITCH ANGLE VS. TIME  
VARYING ELEVATOR IMPULSE



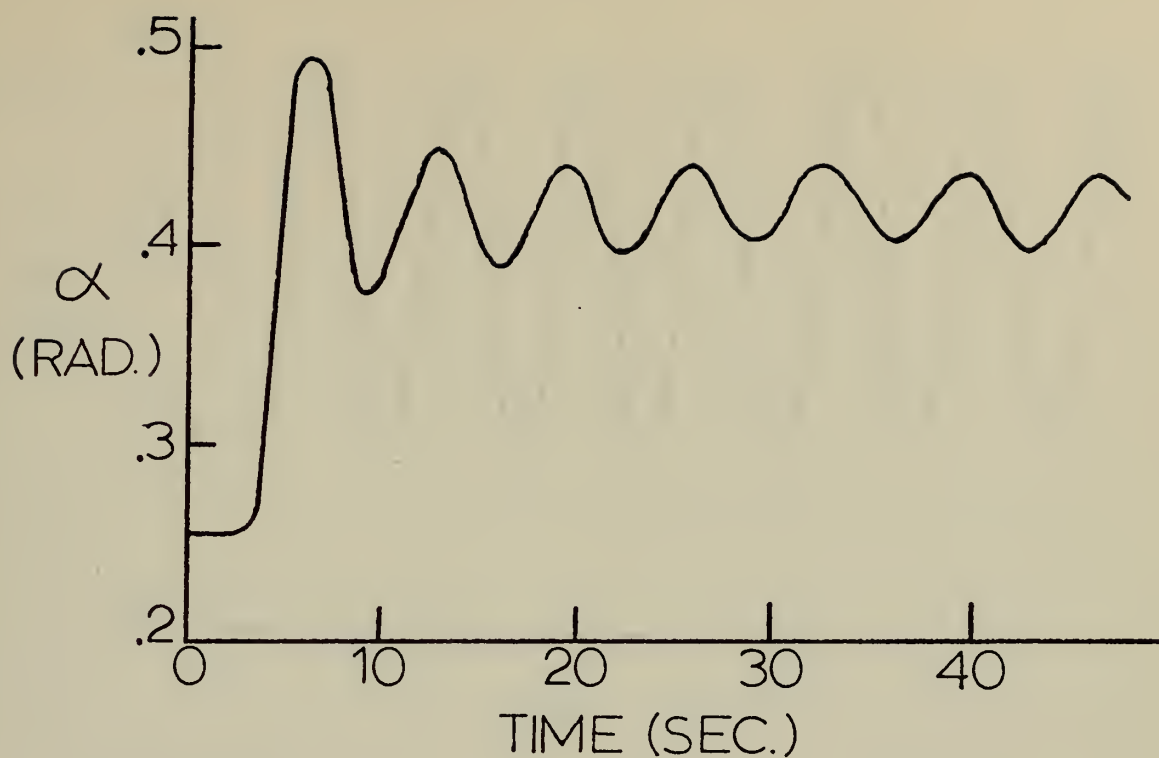


FIGURE 8a.  $\alpha$  VERSUS TIME

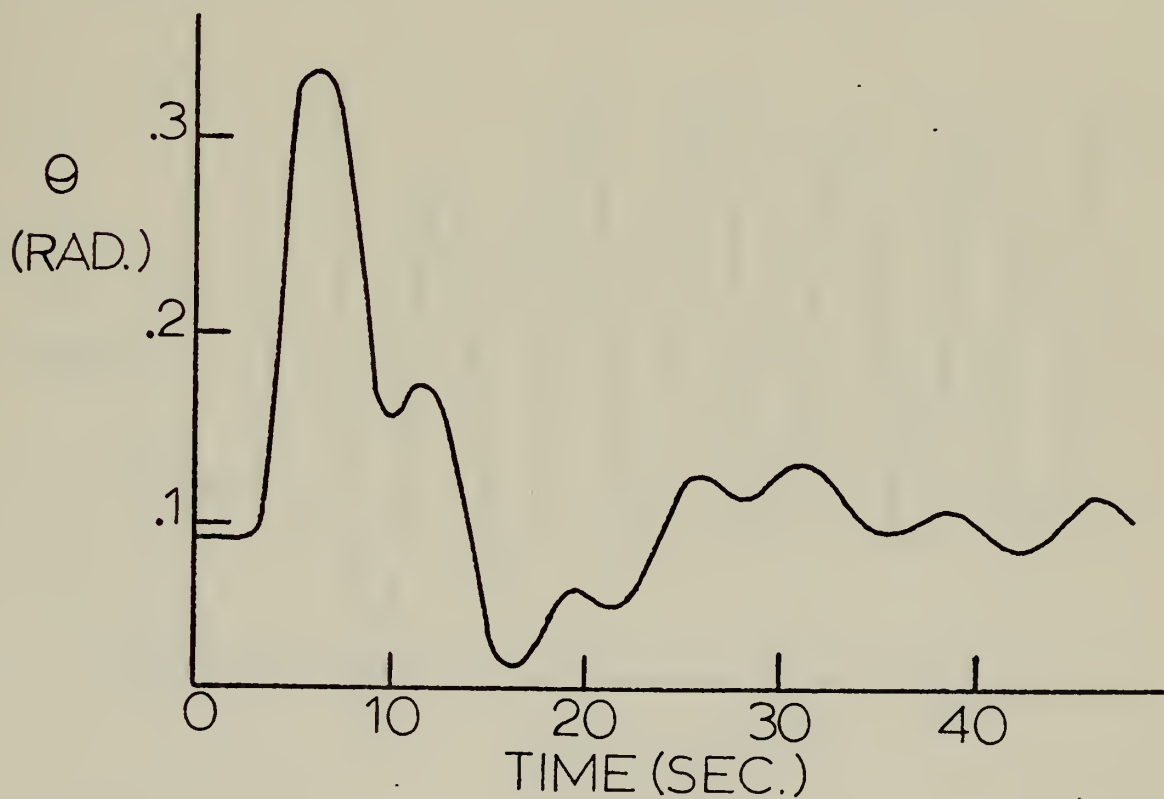


FIGURE 8b.  $\theta$  VERSUS TIME





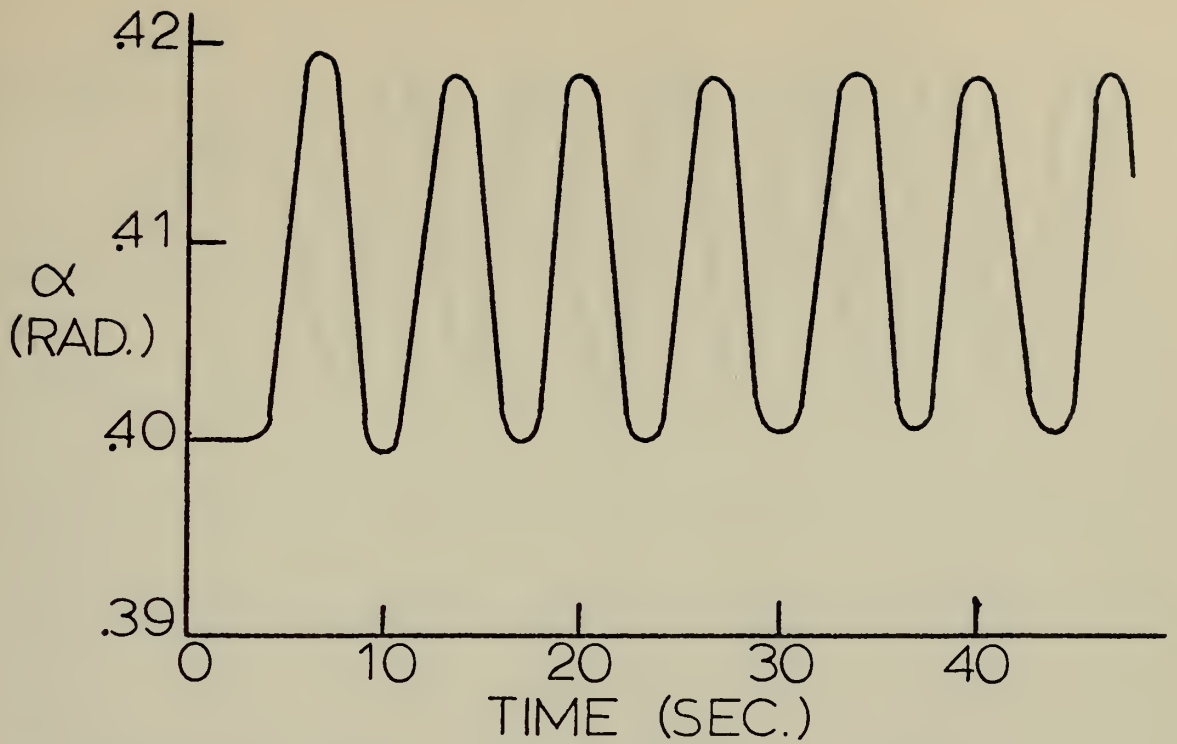


FIGURE 9a.  $\alpha$  VERSUS TIME

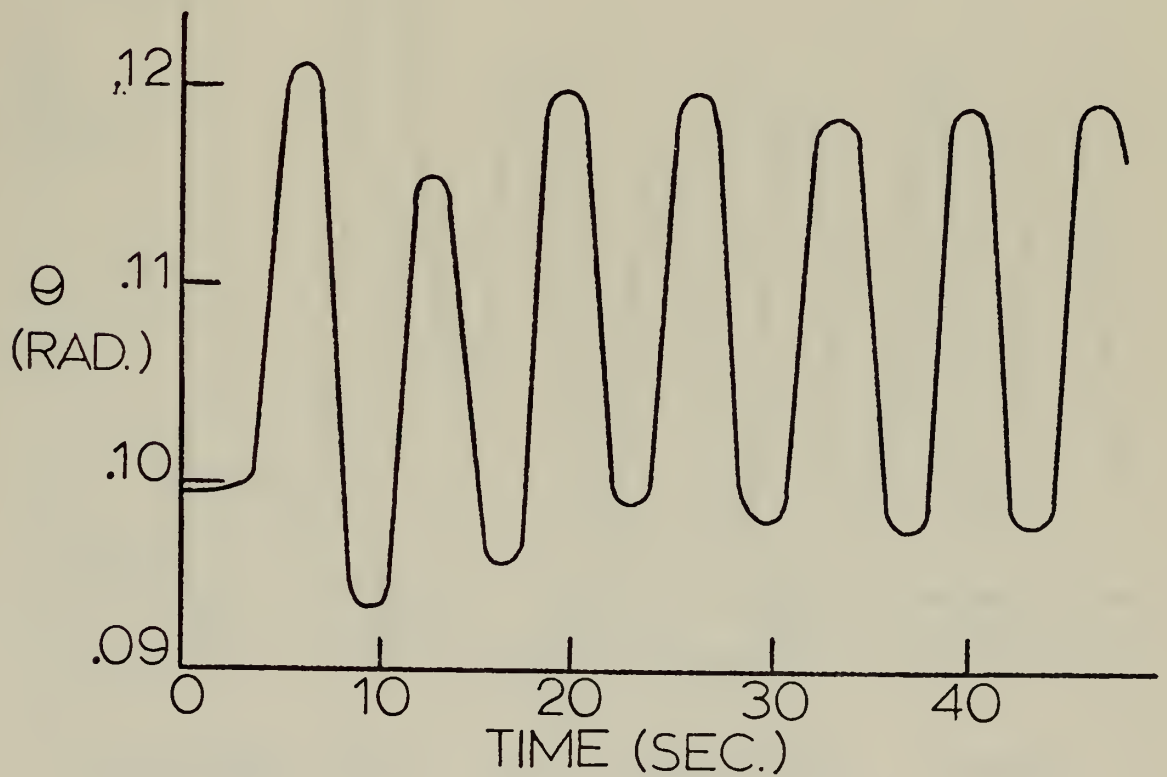


FIGURE 9b.  $\theta$  VERSUS TIME



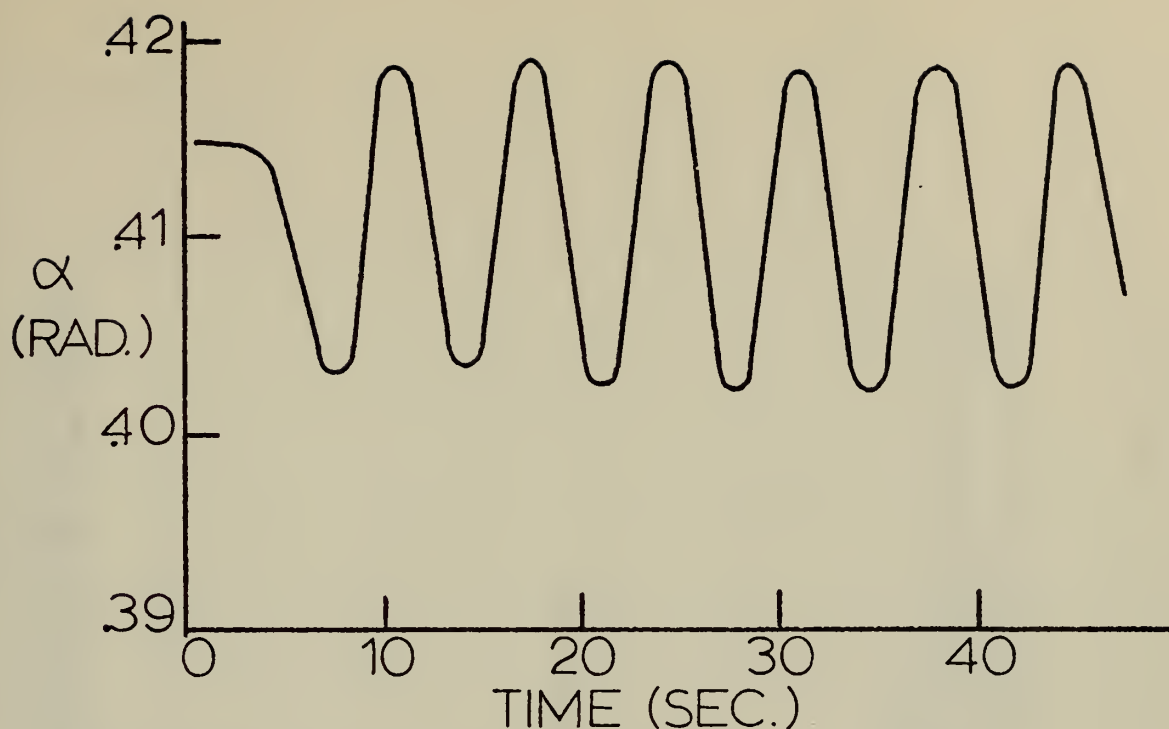


FIGURE 10a.  $\alpha$  VERSUS TIME

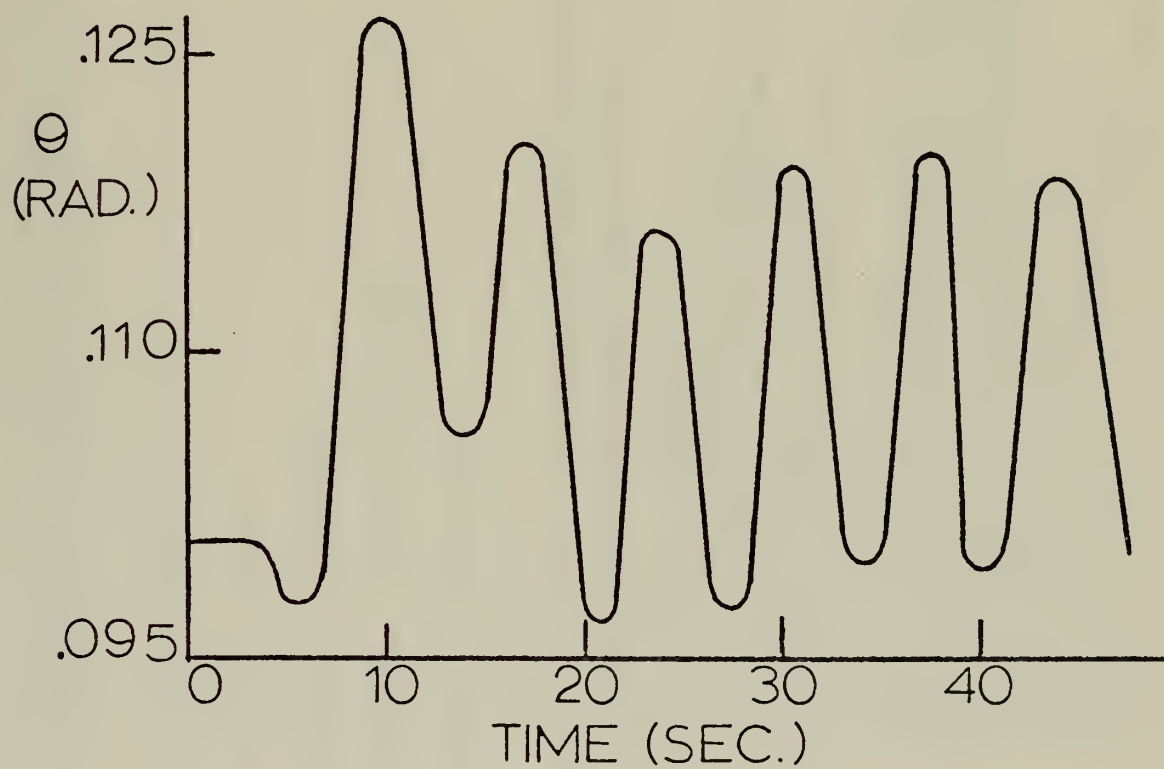


FIGURE 10b.  $\theta$  VERSUS TIME



THIS PROGRAM PREDICTS THE LONGITUDINAL BEHAVIOR OF AN AIRCRAFT USING WIND TUNNEL DATA. A FOURTH ORDER RUNGE-KUTTA INTEGRATION SCHEME SOLVES THE DIFFERENTIAL EQUATIONS OF MOTION. THE FOLLOWING FUNCTION SUBROUTINES ARE USED BY THE RUNGE-KUTTA SCHEME:

FUNCTION F1= U-DOT

FUNCTION F2= W-DOT

FUNCTION F3= THETA-DOT

FUNCTION F4= THETA-DOUBLE DOT

FUNCTION F5= ALPHA-DOT

SUBROUTINE TRIM DETERMINES THE ELEVATOR DEFLECTION, DE.

THE FOLLOWING ARE DIMENSIONED QUANTITIES:

T(I)= REAL TIME  
 X1(I)= U VELOCITY COMPONENT  
 X2(I)= W VELOCITY COMPONENT  
 X3(I)= PITCH ANGLE, THETA, IN RADIANS  
 X4(I)= RATE OF CHANGE OF PITCH ANGLE  
 X5(I)= ANGLE OF ATTACK, ALPHA, IN RADIANS  
 H(I)= ALTITUDE IN FEET  
 HDOT(I)= RATE OF CHANGE OF ALTITUDE  
 ANFP(I)= FLIGHT PATH NORMAL ACCELERATION

```

IMPLICIT REAL*8(A-H,K-Z)
REAL*4 RANGE,RANGE1,RANGE2,RANGE3,RANGE4
DIMENSION T(941),X1(941),X2(941),X3(941),X4(941),X5(941),VEL(941),
1ANFP(941),H(941),ACD(941),ACM(941),DEL(941),CLP(941),RANG
2E(4),RANGE1(4),RANGE2(4),RANGE3(4),RANGE4(4),
COMMON CM,CL,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
READ(5,19) I1,I2,I3,I4
READ(5,1) TT,CLTD,CLDE,RHO,S,MA,JM
READ(5,2) CMTD,CMAD,CMDE,BIY,CBAR
  
```

THE FOLLOWING ARRAYS ARE READ INTO THE PROGRAM TO BE USED BY SUBROUTINE



SPLIN1. SPLIN1 IS GIVEN 14 SETS OF VALUES TO BE USED AS ORDINATE AND ABSISSA FOR A TABLE OF DATA. THE ARRAYS ARE:

X= VALUES OF ANGLE OF ATTACK  
 Y= VALUES OF LIFT COEFFICIENTS  
 V= VALUES OF DRAG COEFFICIENTS  
 XX= VALUES OF PITCHING MOMENT COEFFICIENT

SPLIN1 TAKES A GIVEN VALUE OF ANGLE OF ATTACK AND PROVIDES THE CORRESPONDING VALUE OF CL, CD AND CM, USING A CUBIC CURVE FITTING TECHNIQUE.

```

READ(5,3) X
READ(5,3) Y
READ(5,3) V
READ(5,3) XX
  
```

STEP SIZE HI USED IN THE RUNGE-KUTTA SCHEME IS IN REAL TIME (SECONDS).

```

HI=0.5D-01
G=32.174
JJ=1
IM=941
IMM=IM-1
Z3=0.0
  
```

AIRCRAFT ALTITUDE IS SET AT MEAN SEA LEVEL TO CORRESPOND WITH THE DENSITY ALTITUDE USED.

```
H(1)=0
```

THE FOLLOWING VALUES OF 'RANGE' DEFINE THE SCALES FOR THE SIX OUTPUT GRAPHS.

```

RANGE0(1)=0.500
RANGE0(2)=0.100
RANGE0(3)=1.700
RANGE0(4)=0.500
RANGE(1)=48.0
RANGE(2)=0.0
RANGE(3)=112.0
RANGE(4)=88.0
RANGE1(1)=48.0
RANGE1(2)=0.0
RANGE1(3)=0.5000
RANGE1(4)=0.3500
RANGE2(1)=48.0
RANGE2(2)=0.0
RANGE2(3)=1.7
  
```





```

RANGE2(4)=1.1
RANGE3(1)=48.0
RANGE3(2)=0.0
RANGE3(3)=2.3
RANGE3(4)=1.1
RANGE4(1)=48.0
RANGE4(2)=0.0
RANGE4(3)=0.130
RANGE4(4)=0.070

```

THE INITIAL CONDITIONS ARE READ INTO THE PROGRAM.

```

T(1)=0.0D0
READ(5,4) W, AOA, THETA

```

ALL VALUES READ INTO THE PROGRAM ARE PRINTED OUT AS AN ECHO CHECK.

```

WRITE(6,14)
WRITE(6,5) TT, CLTD, CLDE, RHO, S, MA, JM, CMTD, CMAD, CMDE, BIY, CBAR, I1,
1 I2, I3, I4
WRITE(6,6)
WRITE(6,7) (X(I), Y(I), V(I), XX(I), I=1, 14)
ATH=THETA-AOA
IF(DABS(ATH).GT.0.1D-02) GO TO 600
WRITE(6,8) AOA, W

```

THE INPUT DATA IS USED TO CALCULATE THE TRIM CONDITIONS FOR STEADY LEVEL FLIGHT. SUBROUTINE TRIM TAKES ANGLE OF ATTACK PLUS THE OTHER AIRCRAFT DATA AND CALCULATES THE CORRESPONDING VELOCITY, ELEVATOR ANGLE, THRUST, LIFT, DRAG AND MOMENT COEFFICIENTS. SUBROUTINE TRIM USES THE FORCE AND MOMENT EQUATIONS AT STATIC EQUILIBRIUM. THIS CALCULATED DATA IS THEN USED AS THE INITIAL CONDITIONS TO START THE RUNGE-KUTTA INTEGRATION SCHEME.

```

110 CALL TRIM(W, THETA, AOA, B1, C1, D1, E1, FF, VLL, I1)
WRITE(6,10)
WRITE(6,11) B1, C1, VLL, D1, E1, FF, DE, CL, CM, CD, IT
WRITE(6,20)
CALL UTPLOT(X, Y, I4, RANGE0, 2, 0)
X1(1)=B1
X2(1)=C1
X3(1)=D1
X4(1)=E1
X5(1)=FF
DEL(1)=DE
ACL(1)=CL
ACM(1)=CM
ACD(1)=CD

```



```

A=T(1)
B=X1(1)
C=X2(1)
D=X3(1)
E=X4(1)
F=X5(1)
WRITE(6,12)
DELTT=(TT-250.0)/24.0
IF(DELTT) 112,112,113
112 DELTT=0.0
113 DO 200 I=1,IMM
    IF(I.GE.25) GO TO 140
    IF(I1.EQ.1) GO TO 140
    IF(I1.EQ.2) GO TO 120
    IF(I1.EQ.3) GO TO 130
    TT=0.0
    GO TO 140
    TT=TT-DELTT
    IF(I4.EQ.1) GO TO 190
    IF(I4.EQ.80) GO TO 190
    XVEL=X1(I)-X1(I+1)
    IF(XVEL) 150,190,190
    IF(I4.GE.3) GO TO 160
    I4=I+60
    IF(I.LT.I4) GO TO 190
    IF(JJ.GE.25) GO TO 190
    TT=TT+DELTT
    JJ=JJ+1
    CALL RUNKUT(A,B,C,D,E,F,B1,C1,D1,E1,FF)
    X1(I+1)=B1
    X2(I+1)=C1
    X3(I+1)=D1
    X4(I+1)=E1
    X5(I+1)=FF
    T(I+1)=T(I)+HI
    A=T(I+1)
    B=X1(I+1)
    C=X2(I+1)
    D=X3(I+1)
    E=X4(I+1)
    F=X5(I+1)
    DEL(I+1)=DE
    ACL(I+1)=CL
    ACM(I+1)=CM
    ACD(I+1)=CD

```

AT THIS POINT THE DESIRED ELEVATOR MANIPULATION IS INSERTED USING THE APPROPRIATE LOGIC STATEMENTS.



AN ELEVATOR IMPULSE OF 1/2 DEGREE IS INSERTED FOR 1/20 SECOND.

```

191 IF((A-GE.2.980).AND.(A-LE.3.02)) GO TO 191
    IF ((A-GE.3.020).AND.(A-LE.3.06)) GO TO 195
    GO TO 200
    DE=DE-0.0087250
195 GO TO 200
    DE=DE+0.0087250
200 CONTINUE

```

THE RESULTANT AIRCRAFT VELOCITY, NORMAL FLIGHT PATH ACCELERATION, ACTUAL LIFT COEFFICIENT AND ALTITUDE IS CALCULATED FOR EACH TIME STEP.

```

300 DO 300 I=1,IM
    VEL(I)=DSQRT(X1(I)*X1(I)+X2(I)*X2(I))
    ANFP(I)=((VEL(I)*X4(I))/G)+DCOS(X3(I)-X5(I))
    CLP(I)=ACL(I)/ANFP(I)
    HDOT=VEL(I)*DSIN(X3(I)-X5(I))*101.3364
    IF(I.EQ.IM) GO TO 300
    H(I+1)=H(I)+(HDOT*(T(I+1)-T(I))/60.0)
300 CONTINUE
    J=75
    DO 410 I=1,IM
        IF(I.EQ.J) GO TO 420
        WRITE(6,13) T(I),X1(I),X2(I),VEL(I),X3(I),X4(I),X5(I),DEL(I),ACL(
410 I),CLP(I),ACM(I),ACD(I),ANFP(I),H(I)
        CONTINUE
        GO TO 450
420 WRITE(6,12)
        J=J+75
        GO TO 400
450 WRITE(6,15)
        DO 500 I=1,IM
            VEL(I)=VEL(I)*0.592086
500 CONTINUE
            CALL UTPLLOT(T,VEL,941,RANGE,2,0)
            WRITE(6,16)
            CALL UTPLLOT(T,X5,941,RANGE1,2,0)
            WRITE(6,17)
            CALL UTPLLOT(T,ACL,941,RANGE2,2,0)
            WRITE(6,18)
            CALL UTPLLOT(T,CLP,941,RANGE3,2,0)
            WRITE(6,21)
            CALL UTPLLOT(T,X3,941,RANGE4,2,0)
            GO TO 1000
600 WRITE(6,9) AOA,THETA,W
    GO TO 110

```



```

1  FORMAT(F10.3,5F10.5,I3)
2  FORMAT(3F10.5,F10.2,F10.5)
3  FORMAT(7F10.7)
4  FORMAT(F10.2,F10.6,F10.6)
5  FORMAT(T55,INPUT DATA,/,T20,TT,=,T26,F10.3,T40,CLTD=,T46
1,F9.6,T60,CLDE=,T66,F7.2,T60,RHO=,T86,F10.7,/,T20,S=,T
2,T26,F7.2,T40,MASS=,T46,F7.2,T60,JM=,T66,I3,T80,CMTD=,T
386,F9.6,/,T20,CMAD=,T26,F9.6,T40,CMDE=,T46,F7.4,T60,BIY=
4,T66,F9.2,T80,CBAR=,T86,F5.2,/,T20,I1=,T26,I2,T40,I2
5=,T46,I2,T60,I3=,T66,I2,T80,I4=,T86,I2)
6  FORMAT(/,T51,DATA USED BY SPLIN IN TABLE LOOK UP,/,T18,ANGLE
1OF ATTACK,T55,CL,T85,CD,T114,CM,/)
7  FORMAT('O',T18,F12.6,T48,F12.6,T78,F12.6,T108,F12.6)
8  FORMAT(/,T40,INPUT DATA,/,T20,ANGLE OF ATTACK= PITCH ANGLE
1=,T52,F8.5,T65,(AIRCRAFT IN LEVEL FLIGHT),/,T20,AIRCRAFT WEIG
2HT=,T38,F9.2)
9  FORMAT(/,T61,INPUT DATA,/,T52,ANGLE OF ATTACK=,T70,F8.5,
1/,T52,PITCH ANGLE=,T70,F8.5,/,T52,AIRCRAFT WEIGHT=,T70,
2F9.2)
10 FORMAT(///,T18,FOR TRIMMED LEVEL FLIGHT, THE AIRCRAFT PARAMETERS
1 HAVE THE FOLLOWING VALUES,/,T3,X VEL,T14,Z VEL,T23,
2,A/C VEL,T38,THETA,T50,THETA DOT,T66,AOA,T75,ELEV. ANGLE,T9
3,CL,T108,CM,T122,CD,/)
11 FORMAT(T1,F8.3,T12,F8.3,T23,F8.3,
1,T89,F10.7,T103,F10.7,T117,F10.7,/,T38,THRUST FOR LEVEL FLIGHT =
2,T64,F8.2)
12 FORMAT('1',T2,TIME,T12,X VEL,T22,Z VEL,T31,A/C VEL,T43,T
1HETA,T50,THETA DOT,T64,AOA,T74,DE,T85,CL,T92,CL-#,T101,
2,CM,T111,CD,T119,ANFP,T128,ALT,/)
13 FORMAT(F7.3,T10,F8.3,T20,F8.3,T30,F8.3,T41,F8.5,T51,F8.5,
1,T71,F8.5,T81,F7.4,T90,F7.4,T99,F7.4,T108,F7.4,T117,F7.4,T126,F7.1)
14 FORMAT('1')
15 FORMAT('1',/,T34,RESULTANT AIRCRAFT VELOCITY(KTS.) VS. TIME,/,
1/)
16 FORMAT('1',/,/,T41,AIRCRAFT AOA VS. TIME,/)
17 FORMAT('1',/,/,T43,AIRCRAFT CL VS. TIME,/)
18 FORMAT('1',/,/,T30,AIRCRAFT CL-* (BASED ON NORMAL FLIGHT PATH ACC
1EL.) VS. TIME,/)
19 FORMAT(4I2)
20 FORMAT('1',/,/,T20,CL VS AOA (TABLE LOOK-UP DATA),/)
21 FORMAT('1',/,/,T30,THETA VS. TIME,/)
1000 STOP
END

```





```

SUBROUTINE RUNKUT(A,B,C,D,E,F,B1,C1,D1,E1,FF)
IMPLICIT REAL*8(A-H,K-Z)
HI=0.5D-01
K1=HI*F1(A,B,C,D,E,F)
L1=HI*F2(A,B,C,D,E,F)
M1=HI*F3(A,B,C,D,E,F)
N1=HI*F4(A,B,C,D,E,F)
P1=HI*F5(A,B,C,D,E,F)
K2=HI*F1(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
L2=HI*F2(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
M2=HI*F3(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
N2=HI*F4(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
P2=HI*F5(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
K3=HI*F1(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
L3=HI*F2(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
M3=HI*F3(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
N3=HI*F4(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
P3=HI*F5(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
K4=HI*F1(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
L4=HI*F2(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
M4=HI*F3(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
N4=HI*F4(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
P4=HI*F5(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
B1=B+(K1+2.0*K2+2.0*K3+K4)/6.0
C1=C+(L1+2.0*L2+2.0*L3+L4)/6.0
D1=D+(M1+2.0*M2+2.0*M3+M4)/6.0
E1=E+(N1+2.0*N2+2.0*N3+N4)/6.0
FF=FF+(P1+2.0*P2+2.0*P3+P4)/6.0
RETURN
END

```

```

FUNCTION F1(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CBDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
AA=(X1*X1+X2*X2)
CALL SPLINI(X,Y,JM,X5,CLA)
CALL SPLINI(X,XX,JM,X5,CMA)
CALL SPLINI(X,V,JM,X5,CD)
CL=CLA+CLTD*0.5*CBAR*X4/DSQRT(AA)+CLDE*DE

```

LOGIC STATEMENTS TO INCLUDE DELTA CL ARE INSERTED HERE.

```

CT=(2.0*TT)/(RHO*AA*S)
CX=CT+CL*DSIN(X5)-CD*DCOS(X5)
CZ=(-1.0*(CL*DCOS(X5)+CD*DSIN(X5)))
FI=((RHO*AA*S)/(2.0*MA))*CX-G*DSIN(X3)-X2*X4

```



```

Z1=F1
10 RETURN
END

FUNCTION F2(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
F2=((RHO*AA*S)/(2.0*MA))*CZ+G*DCOS(X3)+X1*X4
Z2=F2
10 RETURN
END

FUNCTION F3(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
F3=X4
10 RETURN
END

FUNCTION F4(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
CM=CMA+(CMTD*0.5*CBAR*X4)/DSQRT(AA)+CMAD*{(Z2*DCOS(X5)-Z1*DSIN(X5)
1)*0.5*CBAR/AA)+CMDE*DE
F4=((RHO*AA*S*CBAR)/(2.0*BIY))*CM
10 RETURN
END

FUNCTION F5(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
F5=(Z2*DCOS(X5)-Z1*DSIN(X5))/DSQRT(AA)
Z3=F5
10 RETURN
END

SUBROUTINE TRIM(W,THETA,AOA,B1,C1,D1,E1,FF,VLL,I1)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
X5=AOA

```



```

CM=0.0
CALL SPLIN1(X,Y,JM,X5,CLA)
CALL SPLIN1(X,XX,JM,X5,CMA)
CALL SPLIN1(X,V,JM,X5,CD)
DE=-1.0*(CMA/CMDE)
CL=CLA+CLDE*DE

```

LOGIC STATEMENTS TO INCLUDE DELTA CL ARE INSERTED HERE.

```

AT=THETA-AOA
IF(AT) 1,2,2
1 AT=AOA-THETA
2 IF(11.EQ.2) GO TO 3
SAT=DSIN(AT)
CAT=DCOS(AT)
SA=DSIN(AOA)
CA=DCOS(AOA)
NUM1=W*((CAT*CA-SAT*SA)
DEN1=S*(CL*CA+CD*SA)
Q=NUM1/DEN1
LD=CL/CD
NUM2=W*(LD*SAT+CAT)
DEN2=LD*CA+SA
TT=NUM2/DEN2
GO TO 4
3 Q=(W*DCOS(AT))/(CL*S)
TT=0.0
4 VX=(2.0*Q)/RHO
VLL=DSQRT(VX)
BI=VLL*DCOS(X5)
CI=VLL*DSIN(X5)
DI=THETA
EI=0.0
FF=X5
RETURN
END

```

```

SUBROUTINE SPLIN1(X,Y,M,XINT,YINT)
IMPLICIT REAL*8 (A-H),REAL*8 (O-Z)
DIMENSION X(M),Y(M),C(4,30)
CALL SPLICO(X,Y,M,C)
K=1
ENTRY SPLIN(X,Y,M,XINT,YINT)
1 IF(XINT-X(1)) 2,3,4
2 K=1
3 YINT=Y(1)

```



```

RETURN
4 IF(XINT-X(K+1))8,5,6
5 YINT=Y(K+1)
RETURN
6 K=K+1
7 IF(M-K) 7,7,1
8 K=M-1
GO TO 11
9 IF(XINT-X(K))9,10,13
10 YINT=Y(K)
RETURN
11 K=K-1
GO TO 8
12 PRINT 12,XINT
13 FORMAT(8HOXINT = E18.9,32H, OUT OF RANGE FOR INTERPOLATION)
YINT=(X(K+1)-XINT)*(C(1,K)*(X(K+1)-XINT)**2+C(3,K))
YINT=YINT+(XINT-X(K))*(C(2,K)*(XINT-X(K))**2+C(4,K))
RETURN
END

SUBROUTINE SPLICO(X,Y,M,C)
IMPLICIT REAL*8 (A-H),REAL*8 (O-Z)
DIMENSION X(M),Y(M),C(4,30),D(30),P(30),E(30),A(30,3),B(30),Z(30)
MM=M-1
DO 2 K=1,MM
D(K)=X(K+1)-X(K)
P(K)=D(K)/6.
2 E(K)=(Y(K+1)-Y(K))/D(K)
DO 3 K=2,MM
3 B(K)=E(K)-E(K-1)
A(1,2)=-1.-D(1)/D(2)
A(1,3)=D(1)/D(2)
A(2,3)=P(2)-P(1)*A(1,3)
A(2,2)=2.*(P(1)+P(2))-P(1)*A(1,2)
A(2,3)=A(2,3)/A(2,2)
B(2)=B(2)/A(2,2)
DO 4 K=3,MM
4 A(K,2)=2.*(P(K-1)+P(K))-P(K-1)*A(K-1,3)
B(K)=B(K)-P(K-1)*B(K-1)
A(K,3)=P(K)/A(K,2)
B(K)=B(K)/A(K,2)
Q=D(M-2)/D(M-1)
A(M,1)=1.+Q+A(M-2,3)
A(M,2)=-Q-A(M,1)*A(M-1,3)
B(M)=B(M-2)-A(M,1)*B(M-1)
Z(M)=B(M)/A(M,2)
MN=M-2

```





```

DO 6 I=1,MN
K=M-I
6 Z(K)=B(K)-A(K,3)*Z(K+1)
Z(1)=-A(1,2)*Z(2)-A(1,3)*Z(3)
DO 7 K=1,MM
Q=1./(6.*D(K))
C(1,K)=Z(K)*Q
C(2,K)=Z(K+1)*Q
C(3,K)=Y(K)/D(K)-Z(K)*P(K)
7 C(4,K)=Y(K+1)/D(K)-Z(K+1)*P(K)
RETURN
END

```



```

FUNCTION F1(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,JM
AA=(X1*X1+X2*X2)
CALL SPLINI(X,Y,JM,X5,CLA)
CALL SPLINI(X,XX,JM,X5,CMA)
CALL SPLINI(X,V,JM,X5,CD)
CL=CLA+CLTD*0.5*CBAR*X4/DSQRT(AA)+CLDE*DE

LOGIC STATEMENTS ARE INSERTED HERE TO INCLUDE DELTA CL
IF(X5.LE.0.4084) GO TO 5
CL=CL-0.050

5 CT=(2.0*TT)/(RHO*AA*S)
CX=CT+CL*%SIN(X5)-C%&% 8
CZ=(-1.0*(CL*DCOS(X5)+CD*DSIN(X5)))
F1=((RHO*AA*S)/(2.0*MA))*CX-G*DSIN(X3)-X2*X4
Z1=F1
RETURN
END

```



```

SUBROUTINE TRIM(W, THETA, AOA, B1, C1, D1, E1, FF, VLL, I1)
IMPLICIT REAL*8(A-H, K-Z)
COMMON CM, CL, CD, CZ, DE, BIY, CMTD, CMAD, CMDE, CBAR, V(14), Z1, Z2, XX(14), A
1A, CLTD, CLDE, CT, G, RHO, S, X(14), Y(14), MA, CMA, TT, JM
X5=AOA
CM=0.0
CALL SPLINI(X, V, JM, X5, CD)
CALL SPLINI(X, XX, JM, X5, CMA)
CALL SPLINI(X, Y, JM, X5, CLA)
DE=-1.0*(CMA/CMDE)
CL=CLA+CLDE*DE

```

LOGIC STATEMENTS ARE INSERTED HERE TO INCLUDE DELTA CL

```

5 AT=THETA-AOA
  IF(AT) 1,2,2
  AT=AOA-THETA
  IF(I1.EQ.2) GO TO 3
  SAT=DSIN(AT)
  CAT=DCOS(AT)
  SA=DSIN(AOA)
  CA=DCOS(AOA)
  NUM1=W*(CAT*CA-SAT*SA)
  DEN1=S*(CL*CA+CD*SA)
  Q=NUM1/DEN1
  LD=CL/CD
  NUM2=W*(LD*SAT+CAT)
  DEN2=LD*CA+SA
  TT=NUM2/DEN2
  GO TO 4
3 Q=(W*DCOS(AT))/(CL*S)
  TT=0.0
  VX=(2.0*Q)/RHO
  VLL=DSQRT(VX)
  B1=VLL*DCOS(X5)
  C1=VLL*DSIN(X5)
  D1=THETA
  E1=0.0
  FF=X5
  RETURN
END

```



# INPUT DATA

IT = 0.0  
 S = 239.00  
 CMAD = -4.268080  
 I1 = 2  
 CLTD = 0.000010  
 MASS = 384.13  
 CMDE = -0.8800  
 I2 = 1  
 CLDE = 0.4300  
 JM = 14  
 BIY = 26545.00  
 I3 = 1  
 RHO = 0.0023780  
 CMTD = -8.165030  
 CBAR = 6.40  
 I4 = 1

## DATA USED BY SPLIN IN TABLE LOOK UP

ANGLE OF ATTACK	CL	CD	CM
0.104720	0.552000	0.094000	-0.002500
0.139630	0.738000	0.115000	-0.017000
0.174530	0.921000	0.140000	-0.031500
0.209440	1.093000	0.169500	-0.044500
0.244350	1.233000	0.203000	-0.058500
0.279250	1.346000	0.249000	-0.074000
0.314160	1.430000	0.312000	-0.091000
0.349070	1.484000	0.364000	-0.112000
0.383970	1.513000	0.405000	-0.132000
0.408407	1.522000	0.455000	-0.152000
0.415389	1.450000	0.493000	-0.172000
0.418880	1.400000	0.535000	-0.207500
0.453790	0.950000	0.572000	-0.240000
0.488690	0.500000	0.610000	-0.279500

# INPUT DATA

ANGLE OF ATTACK = 0.40830  
 PITCH ANGLE = 0.09890  
 AIRCRAFT WEIGHT = 12359.00

## FOR TRIMMED LEVEL FLIGHT, THE AIRCRAFT PARAMETERS HAVE THE FOLLOWING VALUES.

X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	ELEV. ANGLE	CL	CM	CD
155.213	67.147	169.114	0.0989	0.0	0.40830	-0.1726785	1.4484907	0.0	0.4546911
THRUST FOR LEVEL FLIGHT =					0.0				





CL VS AOA (TABLE LOOK-UP DATA)





TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL-*	CM	CD	ANFP	ALT
0.000	15.555	67.147	16.214	0.09390	0.00000	0.40830	-0.17688	1.485	1.507	0.0000	0.4547	9525	0.370
0.050	15.555	67.153	16.213	0.09390	0.00000	0.40830	-0.17688	1.485	1.507	0.0000	0.4547	9525	-0.813
0.100	15.555	67.159	16.214	0.09390	0.00000	0.40830	-0.17688	1.485	1.507	0.0000	0.4547	9525	-1.317
0.150	15.555	67.165	16.215	0.09390	0.00000	0.40829	-0.17688	1.486	1.508	0.0000	0.4547	9525	-1.711
0.200	15.555	67.169	16.216	0.09390	0.00001	0.40828	-0.17688	1.486	1.508	0.0000	0.4546	9525	-2.048
0.250	15.555	67.173	16.217	0.09390	0.00001	0.40826	-0.17688	1.487	1.508	0.0000	0.4546	9525	-2.330
0.300	15.555	67.177	16.217	0.09390	0.00002	0.40825	-0.17688	1.487	1.509	0.0000	0.4545	9525	-2.599
0.350	15.555	67.179	16.218	0.09391	0.00003	0.40824	-0.17688	1.489	1.510	0.0000	0.4544	9527	-2.852
0.400	15.555	67.180	16.220	0.09391	0.00005	0.40818	-0.17688	1.491	1.511	0.0001	0.4544	9527	-3.095
0.450	15.555	67.180	16.225	0.09391	0.00005	0.40815	-0.17688	1.495	1.512	0.0001	0.4544	9528	-3.328
0.500	15.555	67.180	16.227	0.09392	0.00007	0.40813	-0.17688	1.495	1.513	0.0001	0.4543	9529	-3.542
0.550	15.555	67.180	16.228	0.09392	0.00007	0.40811	-0.17688	1.497	1.514	0.0001	0.4542	9530	-3.736
0.600	15.555	67.179	16.229	0.09393	0.00009	0.40808	-0.17688	1.498	1.515	0.0001	0.4541	9531	-3.911
0.650	15.555	67.177	16.231	0.09394	0.00012	0.40804	-0.17688	1.499	1.516	0.0001	0.4540	9533	-4.067
0.700	15.555	67.175	16.232	0.09394	0.00015	0.40801	-0.17688	1.499	1.516	0.0002	0.4539	9533	-4.204
0.750	15.555	67.172	16.234	0.09396	0.00019	0.40799	-0.17688	1.499	1.516	0.0002	0.4538	9534	-4.323
0.800	15.555	67.171	16.235	0.09399	0.00022	0.40793	-0.17688	1.499	1.516	0.0002	0.4537	9534	-4.426
0.850	15.555	67.169	16.236	0.09399	0.00025	0.40784	-0.17688	1.499	1.516	0.0002	0.4535	9535	-4.514
0.900	15.555	67.167	16.237	0.09401	0.00027	0.40777	-0.17688	1.499	1.516	0.0003	0.4535	9535	-4.588
0.950	15.555	67.164	16.238	0.09404	0.00032	0.40770	-0.17688	1.499	1.516	0.0003	0.4534	9535	-4.649
1.000	15.555	67.162	16.239	0.09408	0.00037	0.40763	-0.17688	1.499	1.516	0.0003	0.4533	9535	-4.698
1.050	15.555	67.159	16.240	0.09412	0.00043	0.40755	-0.17688	1.499	1.516	0.0003	0.4532	9535	-4.735
1.100	15.555	67.157	16.241	0.09416	0.00050	0.40747	-0.17688	1.499	1.516	0.0003	0.4531	9535	-4.761
1.150	15.555	67.154	16.242	0.09420	0.00053	0.40739	-0.17688	1.499	1.516	0.0004	0.4530	9535	-4.778
1.200	15.555	67.151	16.243	0.09425	0.00057	0.40735	-0.17688	1.499	1.516	0.0004	0.4529	9535	-4.785
1.250	15.555	67.148	16.244	0.09431	0.00064	0.40731	-0.17688	1.499	1.516	0.0004	0.4528	9535	-4.783
1.300	15.555	67.145	16.245	0.09438	0.00073	0.40723	-0.17688	1.499	1.516	0.0004	0.4527	9535	-4.771
1.350	15.555	67.142	16.246	0.09446	0.00081	0.40714	-0.17688	1.499	1.516	0.0005	0.4526	9535	-4.750
1.400	15.555	67.139	16.247	0.09455	0.00095	0.40706	-0.17688	1.499	1.516	0.0005	0.4525	9535	-4.720
1.450	15.555	67.136	16.248	0.09466	0.00105	0.40698	-0.17688	1.499	1.516	0.0005	0.4524	9535	-4.681
1.500	15.555	67.133	16.249	0.09478	0.00115	0.40690	-0.17688	1.499	1.516	0.0005	0.4523	9535	-4.634
1.550	15.555	67.130	16.250	0.09491	0.00123	0.40682	-0.17688	1.499	1.516	0.0005	0.4522	9535	-4.579
1.600	15.555	67.127	16.251	0.09505	0.00134	0.40674	-0.17688	1.499	1.516	0.0005	0.4521	9535	-4.516
1.650	15.555	67.124	16.252	0.09520	0.00148	0.40665	-0.17688	1.499	1.516	0.0006	0.4520	9535	-4.445
1.700	15.555	67.121	16.253	0.09537	0.00165	0.40657	-0.17688	1.499	1.516	0.0006	0.4519	9535	-4.367
1.750	15.555	67.118	16.254	0.09557	0.00185	0.40649	-0.17688	1.499	1.516	0.0006	0.4518	9535	-4.282
1.800	15.555	67.115	16.255	0.09580	0.00205	0.40641	-0.17688	1.499	1.516	0.0006	0.4517	9535	-4.190
1.850	15.555	67.112	16.256	0.09605	0.00225	0.40633	-0.17688	1.499	1.516	0.0006	0.4516	9535	-4.092
1.900	15.555	67.109	16.257	0.09632	0.00245	0.40625	-0.17688	1.499	1.516	0.0006	0.4515	9535	-3.989
1.950	15.555	67.106	16.258	0.09661	0.00265	0.40617	-0.17688	1.499	1.516	0.0006	0.4514	9535	-3.882
2.000	15.555	67.103	16.259	0.09692	0.00285	0.40609	-0.17688	1.499	1.516	0.0006	0.4513	9535	-3.771
2.050	15.555	67.100	16.260	0.09725	0.00305	0.40601	-0.17688	1.499	1.516	0.0006	0.4512	9535	-3.656
2.100	15.555	67.097	16.261	0.09761	0.00325	0.40593	-0.17688	1.499	1.516	0.0006	0.4511	9535	-3.537
2.150	15.555	67.094	16.262	0.09800	0.00345	0.40585	-0.17688	1.499	1.516	0.0006	0.4510	9535	-3.414
2.200	15.555	67.091	16.263	0.09842	0.00365	0.40577	-0.17688	1.499	1.516	0.0006	0.4509	9535	-3.287
2.250	15.555	67.088	16.264	0.09887	0.00385	0.40569	-0.17688	1.499	1.516	0.0006	0.4508	9535	-3.157
2.300	15.555	67.085	16.265	0.09935	0.00405	0.40561	-0.17688	1.499	1.516	0.0006	0.4507	9535	-3.024
2.350	15.555	67.082	16.266	0.09985	0.00425	0.40553	-0.17688	1.499	1.516	0.0006	0.4506	9535	-2.888
2.400	15.555	67.079	16.267	0.10037	0.00445	0.40545	-0.17688	1.499	1.516	0.0006	0.4505	9535	-2.749
2.450	15.555	67.076	16.268	0.10091	0.00465	0.40537	-0.17688	1.499	1.516	0.0006	0.4504	9535	-2.607
2.500	15.555	67.073	16.269	0.10147	0.00485	0.40529	-0.17688	1.499	1.516	0.0006	0.4503	9535	-2.462
2.550	15.555	67.070	16.270	0.10205	0.00505	0.40521	-0.17688	1.499	1.516	0.0006	0.4502	9535	-2.314
2.600	15.555	67.067	16.271	0.10265	0.00525	0.40513	-0.17688	1.499	1.516	0.0006	0.4501	9535	-2.163
2.650	15.555	67.064	16.272	0.10327	0.00545	0.40505	-0.17688	1.499	1.516	0.0006	0.4500	9535	-2.009
2.700	15.555	67.061	16.273	0.10391	0.00565	0.40497	-0.17688	1.499	1.516	0.0006	0.4499	9535	-1.852
2.750	15.555	67.058	16.274	0.10457	0.00585	0.40489	-0.17688	1.499	1.516	0.0006	0.4498	9535	-1.692
2.800	15.555	67.055	16.275	0.10525	0.00605	0.40481	-0.17688	1.499	1.516	0.0006	0.4497	9535	-1.529
2.850	15.555	67.052	16.276	0.10595	0.00625	0.40473	-0.17688	1.499	1.516	0.0006	0.4496	9535	-1.363
2.900	15.555	67.049	16.277	0.10667	0.00645	0.40465	-0.17688	1.499	1.516	0.0006	0.4495	9535	-1.194
2.950	15.555	67.046	16.278	0.10741	0.00665	0.40457	-0.17688	1.499	1.516	0.0006	0.4494	9535	-1.023
3.000	15.555	67.043	16.279	0.10817	0.00685	0.40449	-0.17688	1.499	1.516	0.0006	0.4493	9535	-0.850
3.050	15.555	67.040	16.280	0.10895	0.00705	0.40441	-0.17688	1.499	1.516	0.0006	0.4492	9535	-0.675
3.100	15.555	67.037	16.281	0.10975	0.00725	0.40433	-0.17688	1.499	1.516	0.0006	0.4491	9535	-0.500
3.150	15.555	67.034	16.282	0.11057	0.00745	0.40425	-0.17688	1.499	1.516	0.0006	0.4490	9535	-0.325
3.200	15.555	67.031	16.283	0.11141	0.00765	0.40417	-0.17688	1.499	1.516	0.0006	0.4489	9535	-0.150
3.250	15.555	67.028	16.284	0.11227	0.00785	0.40409	-0.17688	1.499	1.516	0.0006	0.4488	9535	0.025
3.300	15.555	67.025	16.285	0.11315	0.00805	0.40401	-0.17688	1.499	1.516	0.0006	0.4487	9535	0.200
3.350	15.555	67.022	16.286	0.11405	0.00825	0.40393	-0.17688	1.499	1.516	0.0006	0.4486	9535	0.375
3.400	15.555	67.019	16.287	0.11497	0.00845	0.40385	-0.17688	1.499	1.516	0.0006	0.4485	9535	0.550
3.450	15.555	67.016	16.288	0.11591	0.00865	0.40377	-0.17688	1.499	1.516	0.0006	0.4484	9535	0.725
3.500	15.555	67.013	16.289	0.11687	0.00885	0.40369	-0.17688	1.499	1.516	0.0006	0.4483	9535	0.900
3.550	15.555	67.010	16.290	0.11785	0.00905	0.40361	-0.17688	1.499	1.516	0.0006	0.4482	9535	1.075
3.600	15.555	67.007	16.291	0.11885	0.00925	0.40353	-0.17688	1.499	1.516	0.0006	0.4481	9535	1.250
3.650	15.555	67.004	16.292	0.11987	0.00945	0.40345	-0.17688	1.499	1.516	0.0006	0.4480	9535	1.425
3.700	15.555	67.001	16.293	0.12091	0.00965	0.40337	-0.17688	1.499	1.516	0.0006	0.4479	9535	1.600
3.750	15.555	67.000	16.294	0.12197	0.00985	0.40329	-0.17688	1.499	1.516	0.0006	0.4478	9535	1.775
3.800	15.555	67.000	16.295	0.12305	0.01005	0.40321	-0.17688	1.499	1.516	0.0006	0.4477	9535	1.950
3.850	15.555	67.000	16.296	0.12415	0.01025	0.40313	-0.17688	1.499	1.516	0.0006	0.4476	9535	2.125
3.900													





















TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL-*	CM	CD	ANFP	ALT
14.950	156.590	65.273	169.654	0.9247	0.0634	39495	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.000	156.590	65.273	169.709	0.9338	0.0671	39511	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.050	156.590	65.273	169.766	0.9425	0.0719	39527	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.100	156.590	65.273	169.823	0.9511	0.0767	39543	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.150	156.590	65.273	169.880	0.9596	0.0815	39559	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.200	156.590	65.273	169.937	0.9681	0.0863	39575	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.250	156.590	65.273	169.994	0.9766	0.0911	39591	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.300	156.590	65.273	170.051	0.9851	0.0959	39607	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.350	156.590	65.273	170.108	0.9936	0.1007	39623	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.400	156.590	65.273	170.165	1.0021	0.1055	39639	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.450	156.590	65.273	170.222	1.0106	0.1103	39655	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.500	156.590	65.273	170.279	1.0191	0.1151	39671	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.550	156.590	65.273	170.336	1.0276	0.1199	39687	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.600	156.590	65.273	170.393	1.0361	0.1247	39703	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.650	156.590	65.273	170.450	1.0446	0.1295	39719	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.700	156.590	65.273	170.507	1.0531	0.1343	39735	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.750	156.590	65.273	170.564	1.0616	0.1391	39751	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.800	156.590	65.273	170.621	1.0701	0.1439	39767	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.850	156.590	65.273	170.678	1.0786	0.1487	39783	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.900	156.590	65.273	170.735	1.0871	0.1535	39799	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.950	156.590	65.273	170.792	1.0956	0.1583	39815	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.000	156.590	65.273	170.849	1.1041	0.1631	39831	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.050	156.590	65.273	170.906	1.1126	0.1679	39847	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.100	156.590	65.273	170.963	1.1211	0.1727	39863	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.150	156.590	65.273	171.020	1.1296	0.1775	39879	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.200	156.590	65.273	171.077	1.1381	0.1823	39895	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.250	156.590	65.273	171.134	1.1466	0.1871	39911	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.300	156.590	65.273	171.191	1.1551	0.1919	39927	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.350	156.590	65.273	171.248	1.1636	0.1967	39943	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.400	156.590	65.273	171.305	1.1721	0.2015	39959	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.450	156.590	65.273	171.362	1.1806	0.2063	39975	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.500	156.590	65.273	171.419	1.1891	0.2111	39991	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.550	156.590	65.273	171.476	1.1976	0.2159	40007	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.600	156.590	65.273	171.533	1.2061	0.2207	40023	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.650	156.590	65.273	171.590	1.2146	0.2255	40039	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.700	156.590	65.273	171.647	1.2231	0.2303	40055	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.750	156.590	65.273	171.704	1.2316	0.2351	40071	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.800	156.590	65.273	171.761	1.2401	0.2399	40087	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.850	156.590	65.273	171.818	1.2486	0.2447	40103	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.900	156.590	65.273	171.875	1.2571	0.2495	40119	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.950	156.590	65.273	171.932	1.2656	0.2543	40135	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.000	156.590	65.273	171.989	1.2741	0.2591	40151	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.050	156.590	65.273	172.046	1.2826	0.2639	40167	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.100	156.590	65.273	172.103	1.2911	0.2687	40183	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.150	156.590	65.273	172.160	1.2996	0.2735	40199	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.200	156.590	65.273	172.217	1.3081	0.2783	40215	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.250	156.590	65.273	172.274	1.3166	0.2831	40231	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.300	156.590	65.273	172.331	1.3251	0.2879	40247	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.350	156.590	65.273	172.388	1.3336	0.2927	40263	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.400	156.590	65.273	172.445	1.3421	0.2975	40279	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.450	156.590	65.273	172.502	1.3506	0.3023	40295	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.500	156.590	65.273	172.559	1.3591	0.3071	40311	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.550	156.590	65.273	172.616	1.3676	0.3119	40327	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.600	156.590	65.273	172.673	1.3761	0.3167	40343	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.650	156.590	65.273	172.730	1.3846	0.3215	40359	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.700	156.590	65.273	172.787	1.3931	0.3263	40375	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.750	156.590	65.273	172.844	1.4016	0.3311	40391	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.800	156.590	65.273	172.901	1.4101	0.3359	40407	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.850	156.590	65.273	172.958	1.4186	0.3407	40423	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.900	156.590	65.273	173.015	1.4271	0.3455	40439	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.950	156.590	65.273	173.072	1.4356	0.3503	40455	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.000	156.590	65.273	173.129	1.4441	0.3551	40471	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.050	156.590	65.273	173.186	1.4526	0.3599	40487	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.100	156.590	65.273	173.243	1.4611	0.3647	40503	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.150	156.590	65.273	173.300	1.4696	0.3695	40519	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.200	156.590	65.273	173.357	1.4781	0.3743	40535	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.250	156.590	65.273	173.414	1.4866	0.3791	40551	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.300	156.590	65.273	173.471	1.4951	0.3839	40567	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.350	156.590	65.273	173.528	1.5036	0.3887	40583	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.400	156.590	65.273	173.585	1.5121	0.3935	40599	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.450	156.590	65.273	173.642	1.5206	0.3983	40615	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.500	156.590	65.273	173.699	1.5291	0.4031	40631	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.550	156.590	65.273	173.756	1.5376	0.4079	40647	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.600	156.590	65.273	173.813	1.5461	0.4127	40663	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.650	156.590	65.273	173.870	1.5546	0.4175	40679	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.700	156.590	65.273	173.927	1.5631	0.4223	40695	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.750	156.590	65.273	173.984	1.5716	0.4271	40711	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.800	156.590	65.273	174.041	1.5801	0.4319	40727	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.850	156.590	65.273	174.098	1.5886	0.4367	40743	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.900	156.590	65.273	174.155	1.5971	0.4415	40759	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.950	156.												





















TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL-*	CH	CD	ANFP	ALT
29.000000	157.198	64.415	169.884	0.88441	0.02388	0.09700	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
30.000000	157.315	64.290	169.821	0.88230	0.02187	0.08768	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
31.000000	157.428	64.165	169.758	0.88019	0.01987	0.07836	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
32.000000	157.541	64.040	169.695	0.87807	0.01787	0.06904	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
33.000000	157.654	63.915	169.632	0.87596	0.01587	0.05972	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
34.000000	157.767	63.790	169.569	0.87385	0.01387	0.05040	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
35.000000	157.880	63.665	169.506	0.87174	0.01187	0.04108	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
36.000000	157.993	63.540	169.443	0.86963	0.00987	0.03176	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
37.000000	158.106	63.415	169.380	0.86752	0.00787	0.02244	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
38.000000	158.219	63.290	169.317	0.86541	0.00587	0.01312	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
39.000000	158.332	63.165	169.254	0.86330	0.00387	0.00380	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
40.000000	158.445	63.040	169.191	0.86119	0.00187	0.00448	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
41.000000	158.558	62.915	169.128	0.85908	0.00000	0.00516	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
42.000000	158.671	62.790	169.065	0.85697	0.00000	0.00584	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
43.000000	158.784	62.665	169.002	0.85486	0.00000	0.00652	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
44.000000	158.897	62.540	168.939	0.85275	0.00000	0.00720	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
45.000000	159.010	62.415	168.876	0.85064	0.00000	0.00788	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
46.000000	159.123	62.290	168.813	0.84853	0.00000	0.00856	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
47.000000	159.236	62.165	168.750	0.84642	0.00000	0.00924	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
48.000000	159.349	62.040	168.687	0.84431	0.00000	0.00992	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
49.000000	159.462	61.915	168.624	0.84220	0.00000	0.01060	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
50.000000	159.575	61.790	168.561	0.84009	0.00000	0.01128	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
51.000000	159.688	61.665	168.498	0.83798	0.00000	0.01196	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
52.000000	159.801	61.540	168.435	0.83587	0.00000	0.01264	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
53.000000	159.914	61.415	168.372	0.83376	0.00000	0.01332	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
54.000000	160.027	61.290	168.309	0.83165	0.00000	0.01400	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
55.000000	160.140	61.165	168.246	0.82954	0.00000	0.01468	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
56.000000	160.253	61.040	168.183	0.82743	0.00000	0.01536	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
57.000000	160.366	60.915	168.120	0.82532	0.00000	0.01604	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
58.000000	160.479	60.790	168.057	0.82321	0.00000	0.01672	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
59.000000	160.592	60.665	167.994	0.82110	0.00000	0.01740	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
60.000000	160.705	60.540	167.931	0.81899	0.00000	0.01808	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
61.000000	160.818	60.415	167.868	0.81688	0.00000	0.01876	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
62.000000	160.931	60.290	167.805	0.81477	0.00000	0.01944	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
63.000000	161.044	60.165	167.742	0.81266	0.00000	0.02012	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
64.000000	161.157	60.040	167.679	0.81055	0.00000	0.02080	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
65.000000	161.270	59.915	167.616	0.80844	0.00000	0.02148	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
66.000000	161.383	59.790	167.553	0.80633	0.00000	0.02216	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
67.000000	161.496	59.665	167.490	0.80422	0.00000	0.02284	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
68.000000	161.609	59.540	167.427	0.80211	0.00000	0.02352	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
69.000000	161.722	59.415	167.364	0.80000	0.00000	0.02420	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
70.000000	161.835	59.290	167.301	0.79789	0.00000	0.02488	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
71.000000	161.948	59.165	167.238	0.79578	0.00000	0.02556	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
72.000000	162.061	59.040	167.175	0.79367	0.00000	0.02624	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
73.000000	162.174	58.915	167.112	0.79156	0.00000	0.02692	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
74.000000	162.287	58.790	167.049	0.78945	0.00000	0.02760	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
75.000000	162.400	58.665	166.986	0.78734	0.00000	0.02828	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
76.000000	162.513	58.540	166.923	0.78523	0.00000	0.02896	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
77.000000	162.626	58.415	166.860	0.78312	0.00000	0.02964	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
78.000000	162.739	58.290	166.797	0.78101	0.00000	0.03032	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
79.000000	162.852	58.165	166.734	0.77890	0.00000	0.03100	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
80.000000	162.965	58.040	166.671	0.77679	0.00000	0.03168	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
81.000000	163.078	57.915	166.608	0.77468	0.00000	0.03236	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
82.000000	163.191	57.790	166.545	0.77257	0.00000	0.03304	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
83.000000	163.304	57.665	166.482	0.77046	0.00000	0.03372	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
84.000000	163.417	57.540	166.419	0.76835	0.00000	0.03440	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
85.000000	163.530	57.415	166.356	0.76624	0.00000	0.03508	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
86.000000	163.643	57.290	166.293	0.76413	0.00000	0.03576	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
87.000000	163.756	57.165	166.230	0.76202	0.00000	0.03644	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
88.000000	163.869	57.040	166.167	0.75991	0.00000	0.03712	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
89.000000	163.982	56.915	166.104	0.75780	0.00000	0.03780	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
90.000000	164.095	56.790	166.041	0.75569	0.00000	0.03848	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
91.000000	164.208	56.665	165.978	0.75358	0.00000	0.03916	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
92.000000	164.321	56.540	165.915	0.75147	0.00000	0.03984	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
93.000000	164.434	56.415	165.852	0.74936	0.00000	0.04052	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
94.000000	164.547	56.290	165.789	0.74725	0.00000	0.04120	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
95.000000	164.660	56.165	165.726	0.74514	0.00000	0.04188	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
96.000000	164.773	56.040	165.663	0.74303	0.00000	0.04256	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
97.000000	164.886	55.915	165.600	0.74092	0.00000	0.04324	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
98.000000	164.999	55.790	165.537	0.73881	0.00000	0.04392	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
99.000000	165.112	55.665	165.474	0.73670	0.00000	0.04460	0.17268	0.540	1.1	0.02225	0.117	0.8315	8
100.000000	165.225	55.540	165.411	0.73459	0.00000	0.04528	0.17268	0.540	1.1	0.02225	0.117	0.8315	8

















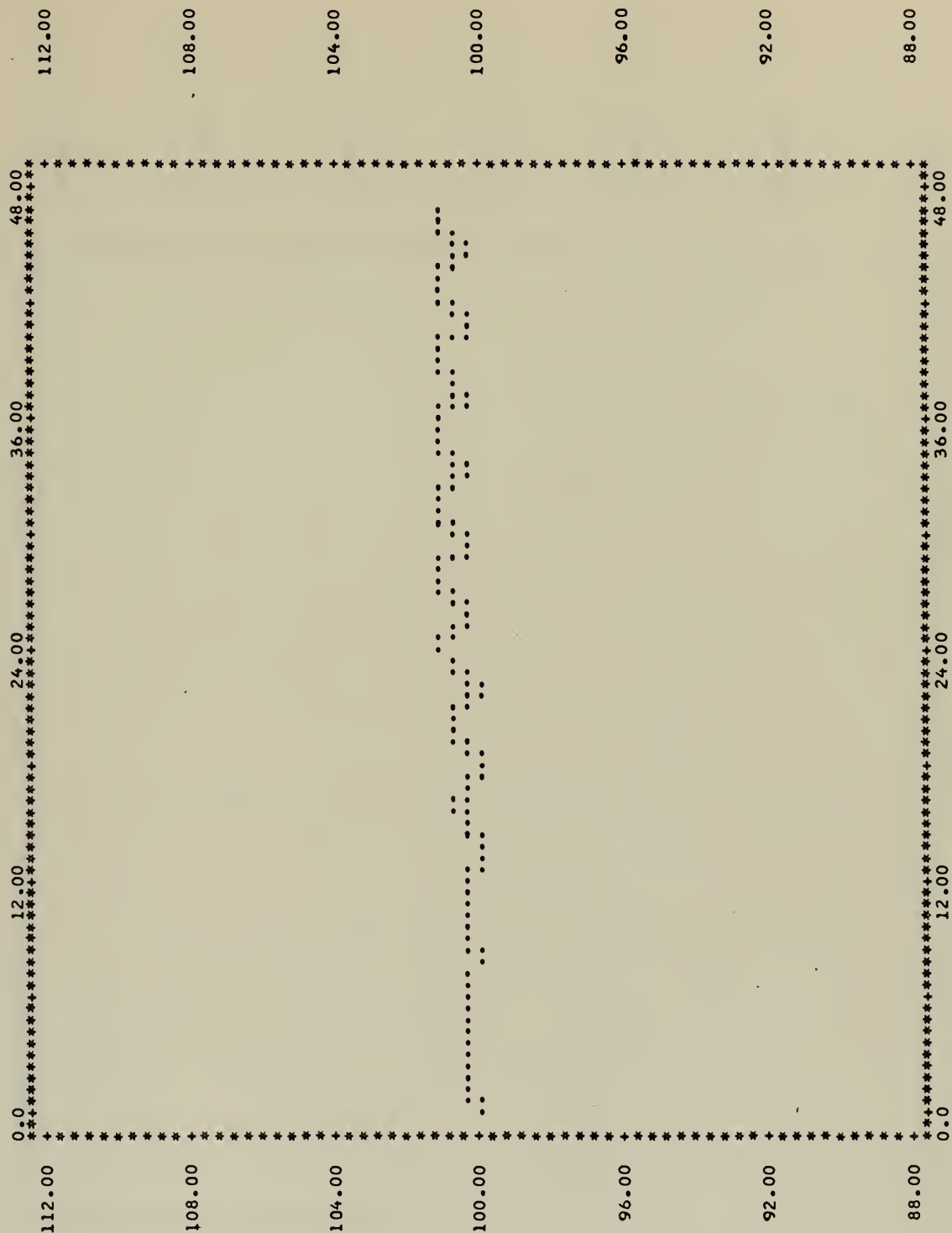




TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL-*	CM	CD	ANFP	ALT
44.950	157.147	64.484	169.863	0.08608	-0.02833	0.38939	-0.17268	1.4555	1.8086	0.02188	0.4133	0.8048	3847.1
44.950	157.278	64.200	169.903	0.08432	-0.02615	0.38793	-0.17268	1.4509	1.7771	0.02266	0.4110	0.8164	3855.5
45.000	157.402	64.009	169.946	0.08277	-0.02393	0.38661	-0.17268	1.4467	1.7463	0.02338	0.4089	0.8284	3860.3
45.050	157.516	63.791	169.990	0.08124	-0.02175	0.38533	-0.17268	1.4430	1.7164	0.02413	0.4056	0.8407	3865.6
45.100	157.620	63.583	170.036	0.08002	-0.01955	0.38409	-0.17268	1.4393	1.6870	0.02484	0.4032	0.8525	3870.9
45.150	157.725	63.371	170.083	0.07899	-0.01733	0.38281	-0.17268	1.4355	1.6599	0.02544	0.4015	0.8641	3875.2
45.200	157.825	63.155	170.129	0.07806	-0.01510	0.38156	-0.17268	1.4317	1.6335	0.02604	0.4000	0.8757	3880.5
45.250	157.922	63.328	170.179	0.07724	-0.00950	0.38031	-0.17268	1.4279	1.6083	0.02664	0.4006	0.8871	3885.8
45.300	158.065	63.329	170.229	0.07646	-0.00714	0.38007	-0.17268	1.4241	1.5844	0.02724	0.4003	0.8983	3891.1
45.350	158.188	63.290	170.329	0.07577	-0.00471	0.38052	-0.17268	1.4203	1.5614	0.02784	0.4002	0.9093	3896.4
45.400	158.297	63.297	170.429	0.07500	-0.00241	0.38056	-0.17268	1.4165	1.5391	0.02844	0.4005	0.9203	3901.7
45.450	158.393	63.323	170.528	0.07425	0.00012	0.38070	-0.17268	1.4127	1.5196	0.02904	0.4008	0.9313	3907.0
45.500	158.497	63.340	170.626	0.07350	0.00430	0.38094	-0.17268	1.4089	1.4640	0.02964	0.4013	0.9423	3912.3
45.550	158.599	63.357	170.724	0.07275	0.00848	0.38118	-0.17268	1.4051	1.4328	0.03024	0.4018	0.9533	3917.6
45.600	158.699	63.374	170.821	0.07200	0.01266	0.38142	-0.17268	1.4013	1.4020	0.03084	0.4025	0.9643	3922.9
45.650	158.797	63.391	170.919	0.07125	0.01684	0.38166	-0.17268	1.3975	1.3728	0.03144	0.4032	0.9753	3928.2
45.700	158.894	63.408	171.017	0.07050	0.02102	0.38190	-0.17268	1.3937	1.3435	0.03204	0.4039	0.9863	3933.5
45.750	158.989	63.425	171.115	0.06975	0.02520	0.38214	-0.17268	1.3899	1.3142	0.03264	0.4046	0.9973	3938.8
45.800	159.084	63.442	171.213	0.06900	0.02938	0.38238	-0.17268	1.3861	1.2850	0.03324	0.4053	1.0083	3944.1
45.850	159.179	63.459	171.311	0.06825	0.03356	0.38262	-0.17268	1.3823	1.2557	0.03384	0.4060	1.0193	3949.4
45.900	159.274	63.476	171.409	0.06750	0.03774	0.38286	-0.17268	1.3785	1.2265	0.03444	0.4067	1.0303	3954.7
45.950	159.369	63.493	171.507	0.06675	0.04192	0.38310	-0.17268	1.3747	1.1972	0.03504	0.4074	1.0413	3960.0
46.000	159.464	63.510	171.605	0.06600	0.04610	0.38334	-0.17268	1.3709	1.1680	0.03564	0.4081	1.0523	3965.3
46.050	159.559	63.527	171.703	0.06525	0.05028	0.38358	-0.17268	1.3671	1.1387	0.03624	0.4088	1.0633	3970.6
46.100	159.654	63.544	171.801	0.06450	0.05446	0.38382	-0.17268	1.3633	1.1095	0.03684	0.4095	1.0743	3975.9
46.150	159.749	63.561	171.899	0.06375	0.05864	0.38406	-0.17268	1.3595	1.0802	0.03744	0.4102	1.0853	3981.2
46.200	159.844	63.578	171.997	0.06300	0.06282	0.38430	-0.17268	1.3557	1.0510	0.03804	0.4109	1.0963	3986.5
46.250	159.939	63.595	172.095	0.06225	0.06700	0.38454	-0.17268	1.3519	1.0217	0.03864	0.4116	1.1073	3991.8
46.300	160.034	63.612	172.193	0.06150	0.07118	0.38478	-0.17268	1.3481	0.9925	0.03924	0.4123	1.1183	3997.1
46.350	160.129	63.629	172.291	0.06075	0.07536	0.38502	-0.17268	1.3443	0.9632	0.03984	0.4130	1.1293	4002.4
46.400	160.224	63.646	172.389	0.06000	0.07954	0.38526	-0.17268	1.3405	0.9340	0.04044	0.4137	1.1403	4007.7
46.450	160.319	63.663	172.487	0.05925	0.08372	0.38550	-0.17268	1.3367	0.9047	0.04104	0.4144	1.1513	4013.0
46.500	160.414	63.680	172.585	0.05850	0.08790	0.38574	-0.17268	1.3329	0.8755	0.04164	0.4151	1.1623	4018.3
46.550	160.509	63.697	172.683	0.05775	0.09208	0.38598	-0.17268	1.3291	0.8462	0.04224	0.4158	1.1733	4023.6
46.600	160.604	63.714	172.781	0.05700	0.09626	0.38622	-0.17268	1.3253	0.8170	0.04284	0.4165	1.1843	4028.9
46.650	160.699	63.731	172.879	0.05625	0.10044	0.38646	-0.17268	1.3215	0.7877	0.04344	0.4172	1.1953	4034.2
46.700	160.794	63.748	172.977	0.05550	0.10462	0.38670	-0.17268	1.3177	0.7585	0.04404	0.4179	1.2063	4039.5
46.750	160.889	63.765	173.075	0.05475	0.10880	0.38694	-0.17268	1.3139	0.7292	0.04464	0.4186	1.2173	4044.8
46.800	160.984	63.782	173.173	0.05400	0.11298	0.38718	-0.17268	1.3101	0.7000	0.04524	0.4193	1.2283	4050.1
46.850	161.079	63.799	173.271	0.05325	0.11716	0.38742	-0.17268	1.3063	0.6707	0.04584	0.4200	1.2393	4055.4
46.900	161.174	63.816	173.369	0.05250	0.12134	0.38766	-0.17268	1.3025	0.6415	0.04644	0.4207	1.2503	4060.7
46.950	161.269	63.833	173.467	0.05175	0.12552	0.38790	-0.17268	1.2987	0.6122	0.04704	0.4214	1.2613	4066.0
47.000	161.364	63.850	173.565	0.05100	0.12970	0.38814	-0.17268	1.2949	0.5830	0.04764	0.4221	1.2723	4071.3
47.050	161.459	63.867	173.663	0.05025	0.13388	0.38838	-0.17268	1.2911	0.5537	0.04824	0.4228	1.2833	4076.6
47.100	161.554	63.884	173.761	0.04950	0.13806	0.38862	-0.17268	1.2873	0.5245	0.04884	0.4235	1.2943	4081.9
47.150	161.649	63.901	173.859	0.04875	0.14224	0.38886	-0.17268	1.2835	0.4952	0.04944	0.4242	1.3053	4087.2
47.200	161.744	63.918	173.957	0.04800	0.14642	0.38910	-0.17268	1.2797	0.4660	0.05004	0.4249	1.3163	4092.5
47.250	161.839	63.935	174.055	0.04725	0.15060	0.38934	-0.17268	1.2759	0.4367	0.05064	0.4256	1.3273	4097.8
47.300	161.934	63.952	174.153	0.04650	0.15478	0.38958	-0.17268	1.2721	0.4075	0.05124	0.4263	1.3383	4103.1
47.350	162.029	63.969	174.251	0.04575	0.15896	0.38982	-0.17268	1.2683	0.3782	0.05184	0.4270	1.3493	4108.4
47.400	162.124	63.986	174.349	0.04500	0.16314	0.39006	-0.17268	1.2645	0.3490	0.05244	0.4277	1.3603	4113.7
47.450	162.219	64.003	174.447	0.04425	0.16732	0.39030	-0.17268	1.2607	0.3197	0.05304	0.4284	1.3713	4119.0
47.500	162.314	64.020	174.545	0.04350	0.17150	0.39054	-0.17268	1.2569	0.2905	0.05364	0.4291	1.3823	4124.3
47.550	162.409	64.037	174.643	0.04275	0.17568	0.39078	-0.17268	1.2531	0.2612	0.05424	0.4298	1.3933	4129.6
47.600	162.504	64.054	174.741	0.04200	0.17986	0.39102	-0.17268	1.2493	0.2320	0.05484	0.4305	1.4043	4134.9
47.650	162.599	64.071	174.839	0.04125	0.18404	0.39126	-0.17268	1.2455	0.2027	0.05544	0.4312	1.4153	4140.2
47.700	162.694	64.088	174.937	0.04050	0.18822	0.39150	-0.17268	1.2417	0.1735	0.05604	0.4319	1.4263	4145.5
47.750	162.789	64.105	175.035	0.03975	0.19240	0.39174	-0.17268	1.2379	0.1442	0.05664	0.4326	1.4373	4150.8
47.800	162.884	64.122	175.133	0.03900	0.19658	0.39198	-0.17268	1.2341	0.1150	0.05724	0.4333	1.4483	4156.1
47.850	162.979	64.139	175.231	0.03825	0.20076	0.39222	-0.17268	1.2303	0.0857	0.05784	0.4340	1.4593	4161.4
47.900	163.074	64.156	175.329	0.03750	0.20494	0.39246	-0.17268	1.2265	0.0565	0.05844	0.4347	1.4703	4166.7
47.950	163.169	64.173	175.427	0.03675	0.20912	0.39270	-0.17268	1.2227	0.0272	0.05904	0.4354	1.4813	4172.0
48.000	163.264	64.190	175.525	0.03600	0.21330	0.39294	-0.17268	1.2189	0.0000	0.05964	0.4361	1.4923	4177.3



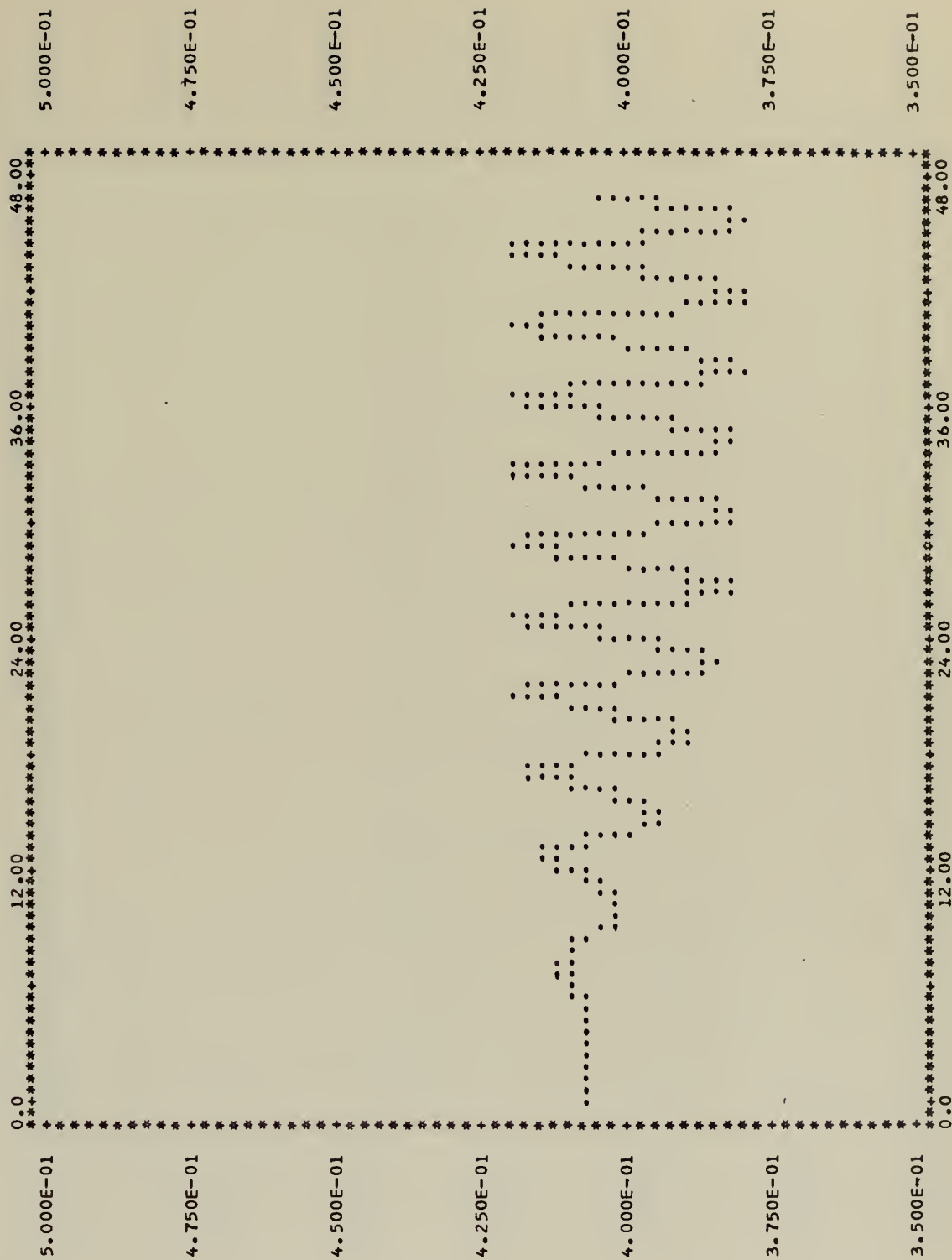
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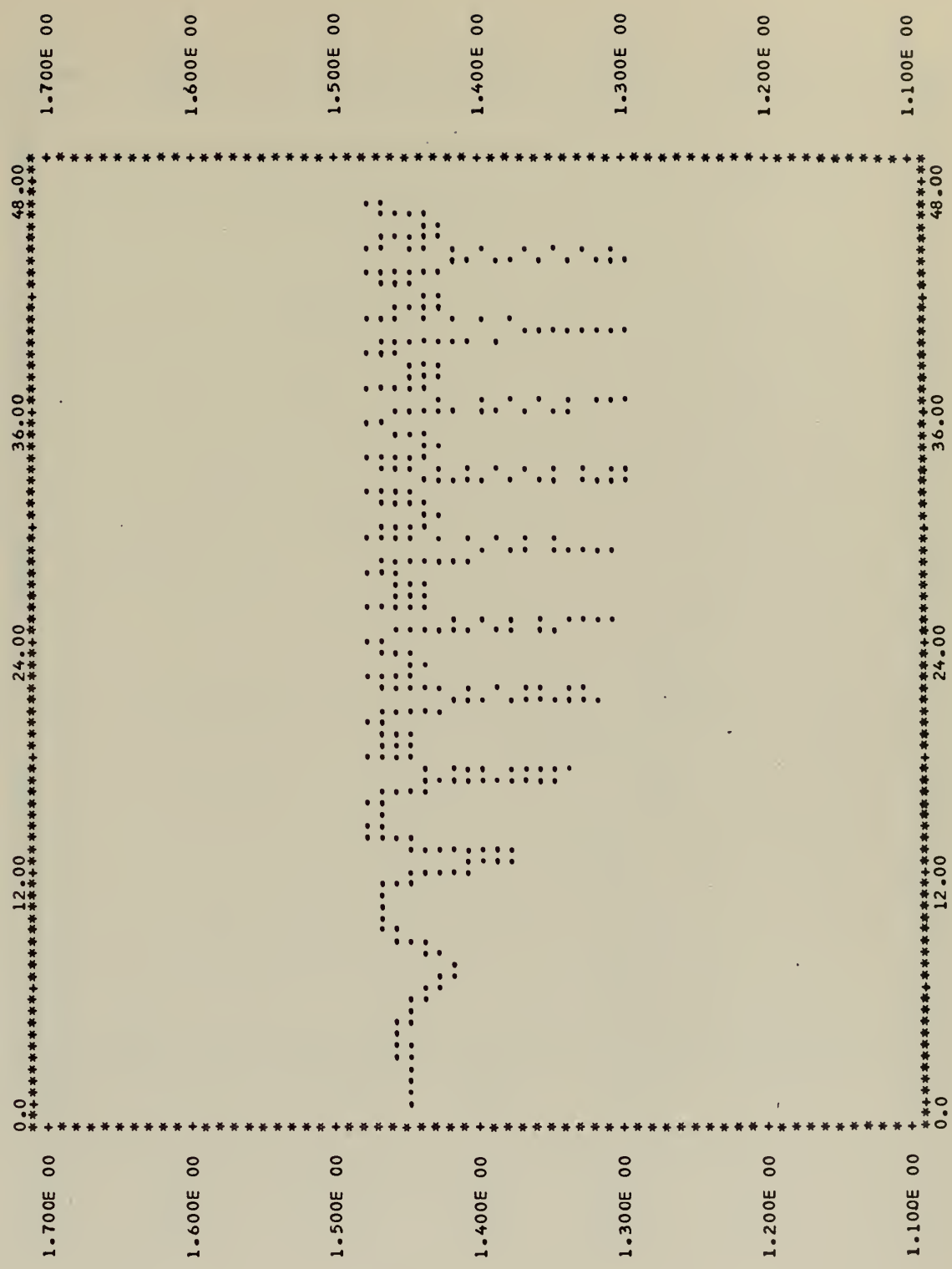
# AIRCRAFT AOA VS. TIME







AIRCRAFT CL VS. TIME



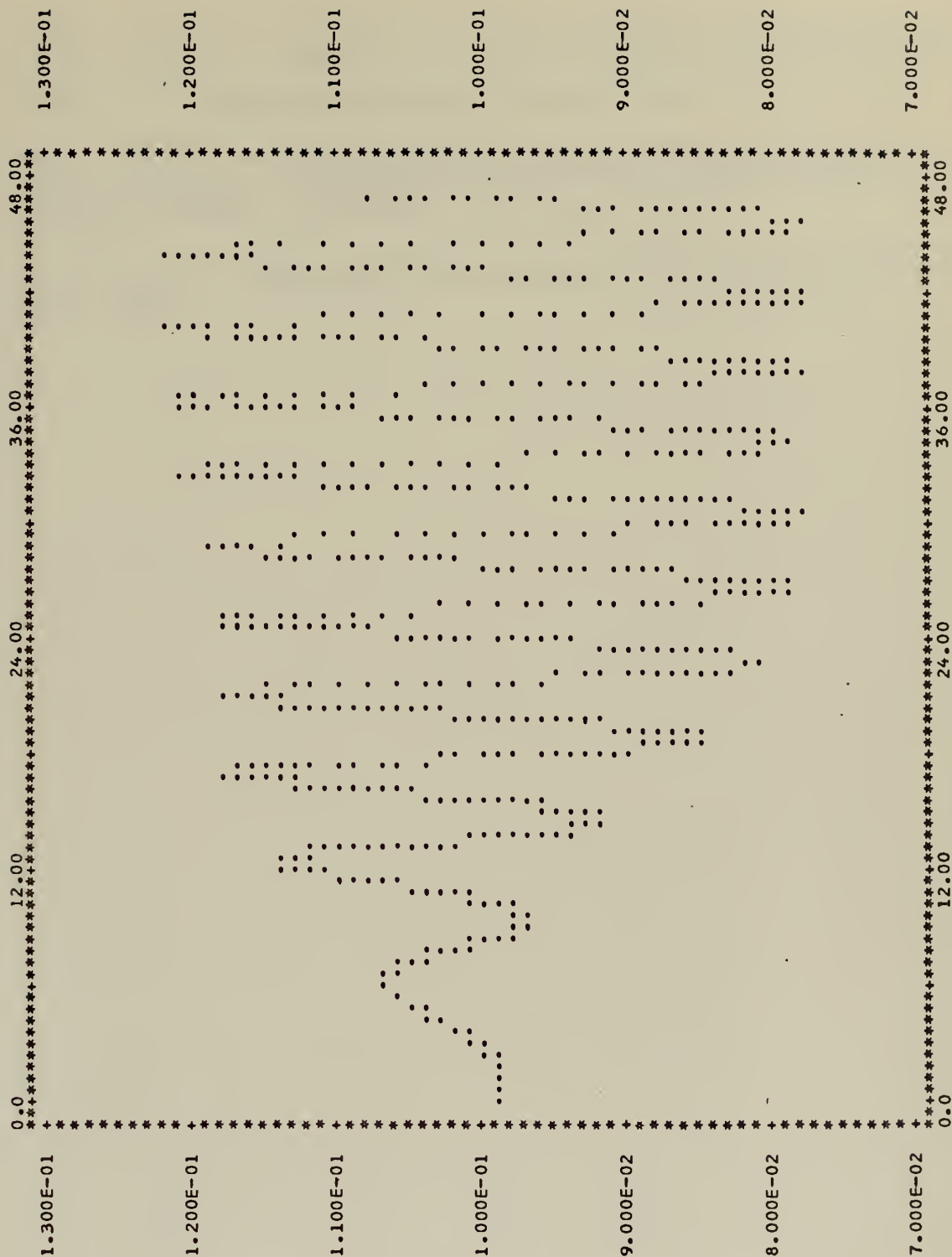


# AIRCRAFT CL-\* (BASED ON NORMAL FLIGHT PATH ACCEL.) VS. TIME





# THETA VS. TIME





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13. ABSTRACT <p>The longitudinal stability of an aircraft at or near stall was examined using the digital computer as an experimental tool to solve the longitudinal equations of motion. A linear analysis determined the effect of lift curve slope variation. An investigation was made to identify the nonlinear lift curve variations needed to create the often observed "rocking-chair" or "porpoising" stall trait. The characteristics of this limit-cycle oscillation were examined.</p>			



KEY WORDS	LINK A		LINK B		LINK C	
	ROLE	WT	ROLE	WT	ROLE	WT
Dynamic stability						
Stall						
Limit cycle						





Thesis

F78715 Frederiksen

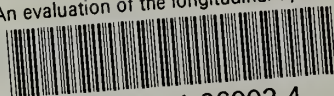
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